2003 Annual Report
Livable Region Strategic Plan

Greater Vancouver Regional District

Regional Development
Policy & Planning Department

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Summary

The *Local Government Act* (Part 25, Regional Growth Strategies) requires the Greater Vancouver Regional District (GVRD) to prepare an annual report on progress in achieving the LRSP objectives:

- Protect the Green Zone
- Build Complete Communities
- Achieve a Compact Metropolitan Region
- Increase Transportation Choice

Protect the Green Zone

- The Green Zone is approximately 205,000 hectares. The area of the Agricultural Land Reserve (ALR) permitted to be excluded in 2003 was 75 hectares, with the total area of the ALR comprising approximately 53,700 hectares.

- GVRD park acquisitions in 2003 included 22.9 hectares of environmentally sensitive waterfront along the Pitt and Fraser Rivers to support the development of the Pitt River Greenway.

- Five detailed greenways sector plans have been completed and significant additions have been made to the regional greenway network by GVRD and partner municipalities.

Build Complete Communities

LRSP indicators on complete communities focus on:

- expanding housing choice
- promoting a better balance in jobs and labour force
- building a network of centres

- In 2002, 11,800 new dwellings were constructed, with 34 per cent single family dwellings and 66 per cent apartments and rowhouses.

- The proportion of the resident labour force who work in their own subregion increased by 1 per cent from 1996 to 2001 and now 50 per cent of residents work within their own subregion.

- Travel patterns are also an important indicator of jobs/labour force balance. The median work trip length decreased from 7.7 kilometres to 7.6 kilometres from 1996 to 2001. Forty-seven per cent of additional commuting trips were less than 5 kilometres in length.

- The development of a network of centres is the key spatial strategy that helps achieve jobs/housing balance and helps enhance local and regional accessibility. The Metropolitan Core and Greater Vancouver's eight Regional Town Centres are the focus for high density residential, major region-serving employment, retail, cultural and community facilities. These centres act as a hub for subregional and regional road and transit access.

- Housing growth in centres continues to be strong across the region. Between 1991 and 2001, the population of the region grew by 24 per cent while the population of the Metropolitan Core and the Regional Town Centres grew by 44 per cent.

- On office space distribution, the Metropolitan Core continues to attract new office space, but in suburban areas, the Regional Town Centres have not been as successful as the business park locations.

Achieve a Compact Metropolitan Region

The LRSP identifies an area known as the Growth Concentration Area (GCA) to be the focus for metropolitan growth.

- The LRSP has a target of approximately 70 per cent of the total regional population and employment contained within the GCA by the year 2021. As of the 2001 Census, 67 per cent of the population resided within the GCA. From 1996 to 2001, the GCA population increased by 111,000 residents, accommodating 71 per cent of the region's population growth. The GCA contains 46 per cent of the total urban area within the region.

Increase Transportation Choice

- In January 2003, there were 1,269,962 licensed vehicles in Greater Vancouver. This represents an increase of 55,000 vehicles over the year, or a 4.6 per cent growth rate compared to an estimated 1.1 per cent growth rate in the population.

- Preliminary figures for 2003 show a significant increase in ridership over 2002 levels, with the transit pass programs initiated in September 2003 at UBC and SFU making an important contribution to this increase.

- Transit capacity, measured in total annual service hours, increased slightly, largely as a result of the opening of the Millennium SkyTrain line.

Key LRSP Monitoring Program Indicators

PROTECT THE GREEN ZONE

- ↑ Area of Green Zone
- ↓ Area of Agricultural Land Reserve

BUILD COMPLETE COMMUNITIES

- ↑ Number and proportion of new dwellings in the Metropolitan Core and Regional Town Centres
- ↓ Proportion of office floor space in the Metropolitan Core and Regional Town Centres

ACHIEVE A COMPACT METROPOLITAN REGION

- ↑ Population growth and share of annual population growth, for the Growth Concentration Area and GVRD

INCREASE TRANSPORTATION CHOICE

- ↓ Vehicle ownership per household
- ↑ Total and per capita transit ridership
- ↑ Growth in total and per capita transit capacity

↑ Positive
↓ Negative
↔ Unchanged

Working Toward Livable Region Strategic Plan Objectives

The Livable Region Strategic Plan (LRSP) is Greater Vancouver's regional growth strategy. The Local Government Act requires that an annual report be prepared on the LRSP in order to evaluate progress in achieving our regional growth management objectives. This 2003 Annual Report documents progress made in achieving each of the four objectives of the LRSP:

- Protect the Green Zone
- Build Complete Communities
- Achieve a Compact Metropolitan Region
- Increase Transportation Choice

Where possible 2003 information is used, but in some cases the latest available data may be 2002 or 2001. Appendix A highlights several examples of studies and projects undertaken by partner municipalities , the GVTA, and voluntary organizations to help achieve LRSP objectives. Appendix B contains a complete list of indicators. These indicators are featured in the report with their indicator number in the text (e.g. Indicator G5).

Protect the Green Zone

The Green Zone serves two key purposes. First, it protects Greater Vancouver's natural assets, including major parks, drinking watersheds, ecologically important areas and resource lands, such as farmland. Secondly, it sets a long-term boundary for urban growth.

Greater Vancouver's diverse natural resources provide ecological, social and economic benefits. Over two-thirds of the region's land base, or 205,000 hectares, is within the Green Zone, lands where no intensive urban development is to occur. Nearly half, or 81,500 hectares, are protected greenspaces based on their land use designations (Indicator G1). Approximately 54,000 hectares are in the Agricultural Land Reserve (ALR).

Stewardship of the Green Zone involves efforts by the GVRD, member municipalities, senior government agencies and other partners such as stewardship and community groups, private land owners and businesses. While many actions involve land conservation, limiting development by carefully managing utilities such as sewer extensions also contributes to protection of the Green Zone. As part of protecting the Green Zone, the Livable Region Strategic Plan supports working with partners to maintain the region's ecological viability. This entails sensitive management of ecological systems within and beyond the Green Zone including urbanized areas through conservation and low impact development practices.

Municipalities and stewardship groups continue to play a key role in protecting the Green Zone through a large number of local initiatives. Highlights of these diverse activities in 2003 include: the preparation of watershed and integrated stormwater management policies and plans, agricultural area plans, stream mapping and classification, policies and actions to reduce non-essential use of pesticides, greenways planning and development, Environmentally Sensitive Area planning, low impact and green building development, restoration and enhancement, and habitat management guidelines for development.

Agricultural Viability

The LRSP contains the following policy:
The GVRD Board will seek through partnerships on the establishment of the Green Zone, the viability of agriculture through enhanced planning for agriculture as part of the region's economic base.

Harvesting from an intensive vegetable operation on the rich soils of the Burnaby Big Bend area.

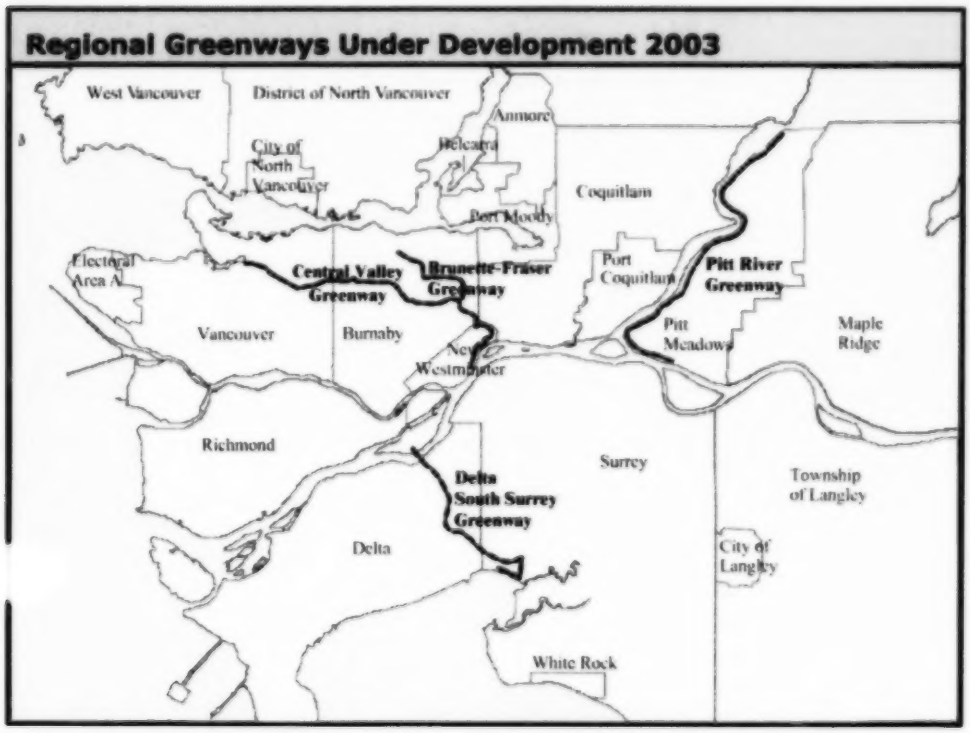
Agricultural lands are a vital part of the Green Zone and make up approximately one quarter of its total area. They provide a high quality supply of food to the region and beyond, and contribute greenspace and wildlife habitat. Agriculture is an important economic activity in the region (Indicator G3) and farming is a livelihood and lifestyle of choice for a significant number of residents. The Agricultural Land Reserve is also a critical tool to manage regional growth and contain urban development.

The pressure for development on agricultural land is increasing as evidenced in the last year by several major development proposals on lands within the ALR in Abbotsford, Chilliwack and Mission in the Fraser Valley region.

Within the GVRD, the area of the ALR has remained virtually intact during the past year. The Agricultural Land Commission tracks annual applications to convert agricultural land to non-agricultural uses. In 2003, the Commission approved applications to permit a total of 75 hectares of agricultural land for exclusion from the ALR (Indicator G2), or about 0.1 per cent of the total area of the ALR.

Regional Greenways and Parks

The LRSP contains the following policy:
The GVRD Board will seek the development of a Parks and Outdoor Recreation System through pursuing development of the regional parks system and a region-wide trail network.
The GVRD Board adopted the regional Greenway Vision in 1999, following consultation and support by member municipalities. The vision endorses a regional network of ecological and recreational corridors to connect areas of the Green Zone. Greenways are linear open spaces established along natural corridors, utility corridors, or transportation right-of-ways. They serve three major functions including conserving green space; providing walking and cycling paths; and maintaining ecological and recreational connectivity between conservation lands, communities, parks, cultural sites and other recreational facilities.



Park acquisitions in 2003 included 22.9 ha of environmentally sensitive waterfront along the Pitt and Fraser Rivers in support of Phase I of the Pitt River Greenway. The GVRD also acquired a 4.47 ha right-of-way for public access in Mud Bay as part of the Delta-South Surrey Greenway. On the Brunette Fraser Greenway a 0.2 ha right-of-way near Sapperton Landing was acquired and the City of New Westminster donated a 910 metre corridor through Hume Park and along Brunette Avenue to support connections for the greenway.

Five detailed greenways sector plans have been completed, including the Fraser Valley, Burrard Peninsula-Richmond, North Shore, Pitt Meadows and Maple Ridge, and the Northeast Sector. The final sector plan for Delta, White Rock and Surrey will be completed in 2004. While the system of recreational greenways is well advanced, the ecological component of the Greenway Vision has progressed at a slower pace.

In partnership with other agencies, the GVRD is currently pursuing two greenway pilot projects that parallel utility corridors and one greenway project along the Pitt River dike. The utility/greenway construction is being coordinated with upgrades to the sewer line and/or sewer maintenance access roads. The Brunette Fraser Greenway provides a connection between Burnaby Mountain Conservation Area and New Westminster Quay. It also forms part of the Central Valley Greenway. Sapperton Landing, a major staging area for the Brunette Fraser Greenway, was officially opened in 2001. Many sections of the 16 kilometre route are already complete.

The Central Valley Greenway is a 22.5 kilometre cycle and pedestrian way which will connect the New Westminster Fraser River waterfront to Downtown Vancouver and Stanley Park. Most of the pathway will be off road and will provide a valuable regional and local function connecting neighbourhoods, workplaces, greenspaces, watercourses and recreation areas. It will use part of the Brunette Fraser Greenway from Burnaby Lake to Sapperton Landing. As one of the projects included in the Transport Canada Urban Transportation Showcase Program, it will receive a federal government grant of approximately $4 million to assist in construction. Funding contributions will also come from the GVTA, GVRD, New Westminster, Burnaby, Vancouver, and the environmental advocacy group Better Environmentally Sound Transportation (BEST), who was the recipient of the 2001 $1-million VanCity Award for this project.

Sapperton Landing along the Brunette-Fraser Regional Greenway is a vibrant, multi-use greenspace in New Westminster

The Delta-South Surrey Greenway was approved November 2002. It will provide a strategic link between the Fraser River to Boundary Bay providing an off road route for pedestrians and cyclists to connect Richmond and North Surrey to the Tsawwassen Ferry Terminal. Several sections of this greenway are complete or in progress. The official opening is proposed for 2005-2006.

GVRD has substantially completed waterfront purchases for Phase I of the Pitt River Greenway and projects a 2005-2006 opening.

Numerous other activities occurred in 2003 within GVRD parks that work towards protecting the Green Zone. These included assessment and management of species-at-risk, habitat enhancements, management planning, and stewardship activities by the many park associations.

Build Complete Communities

The Livable Region Strategic Plan supports the public's desire for communities with a wider range of opportunities for day-to-day life. Focused on town centres, more complete communities would result in jobs closer to where people live, shops and services near home, and a wider choice of housing types.

This section focuses on progress made on the three central concepts behind the complete communities objective:

- expanding housing choice
- promoting a better balance in jobs and labour force
- building a network of centres

All of these concepts are closely connected and not only advance complete communities objectives but also advance transportation choice and compact region objectives. Building a network of centres, for example, provides an urban structure that helps accomplish housing choice and helps provide a better balance in jobs and labour force.

Housing Choice and Complete Communities

The LRSP contains the following policy:

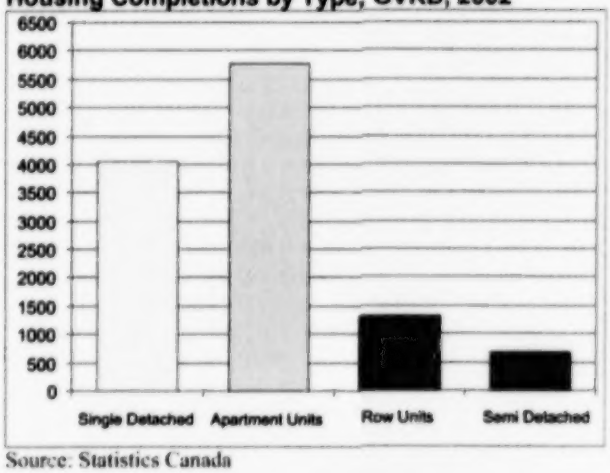
The GVRD Board will seek through partnerships on complete communities: a diversity of housing types, tenures and costs in each part of the region in balance with job distribution.

Significant gains have been made in recent years on the choice in housing stock. In the last five years about 68 per cent of all new housing built in the region has been multi-unit dwellings (townhouse, duplex, and apartment buildings).

In 2002, about 11,825 new dwellings were built in Greater Vancouver and 66 per cent were multi-unit dwellings. Almost half of the dwellings were apartments (49 per cent), 34 per cent were single detached homes, and 17 per cent were semi-detached or row houses. Building activity increased by 48 per cent, from 2001 to 2002. (Indicator B1)

Lower interest rates have resulted in an increase in the shift from renter households to owner households. As a consequence, rental vacancy rates have increased and now average about 2 per cent across the region. This trend is expected to give more choice to renters in a historically very tight rental market. House prices, also fuelled by low interest rates, rose significantly over the last year.

Housing Completions by Type, GVRD, 2002



Source: Statistics Canada

A Better Balance in Jobs and Labour Force

The LRSP policy on jobs/labour force balance reads as follows:

The GVRD Board will seek through partnerships on complete communities: a better balance in jobs and labour force location throughout the region.

The choices we make on where we live and work are based on a complicated web of housing affordability, job location, family and cultural links, stage in life, recreational opportunities, schools, and transportation options. When the choice is available, many people will take the opportunity to minimize the time/distance to travel to work. In recent years, thousands of homes have been built in and around the region's centres such as Downtown Vancouver, Metrotown, Downtown New Westminster, Coquitlam Centre, and Richmond Centre. This housing has been popular in part for its proximity to transit, jobs, shops and services, and schools.

The idea of jobs and labour force* balance has been central to regional planning in Greater Vancouver since the 1960s. The spatial pattern of employment has a strong influence on transportation demand, complete communities and compact region.

Working toward a jobs/labour force balance means promoting spatial patterns of land use activity which provide jobs that are accessible to where workers live and provide housing close to where jobs are located. These patterns are reinforced by transportation investment decisions. The achievement of a good match between where people work and live addresses many metropolitan growth management concerns. It helps decrease the distance traveled for the journey to work and therefore helps alleviate congestion, air pollution and greenhouse gas emissions.

An integral part of promoting accessibility is expanding transportation choices by ensuring as many jobs as possible are accessible by transit. Increasing the numbers of residents who can take transit, walk, or cycle to work lessens demand on road infrastructure, reduces pollution, reinforces compact development patterns, and can lead to less household expenditure on transportation. While the journey to work comprises a declining proportion of total urban trips, the peak demand created by commuting to a large extent still dictates the capacity needs of the transportation system.

What is a Good Jobs/Labour Force Ratio?

Achieving a jobs/labour balance is sometimes translated into capturing as many jobs as possible within each municipality. However, this narrow pursuit can defeat the central purpose of the balance concept by reducing regional job accessibility, especially by transit. The region is one commuter shed and individual municipal boundaries are not usually a good guide to job accessibility. For example, the residents of the City of North Vancouver enjoy high transit accessibility to the jobs in Downtown Vancouver, while the residents of North Surrey have good access to industrial areas in Delta, and the residents of Vancouver have good transit access to the jobs in Metrotown in Burnaby.

Background studies for the LRSP indicated desirable jobs/housing ratios for each subregion. They acknowledged that the inner areas and especially Downtown Vancouver would continue to have more jobs than labour force due to their metropolitan centrality and regional transit access. It was acknowledged that a reasonable target for outer municipalities would be between 0.7 and 0.9 jobs for every member of the labour force. The table below shows jobs to employed labour force ratios in 1991 and 2001.

Subregional Trends in Jobs/Labour Force Balance

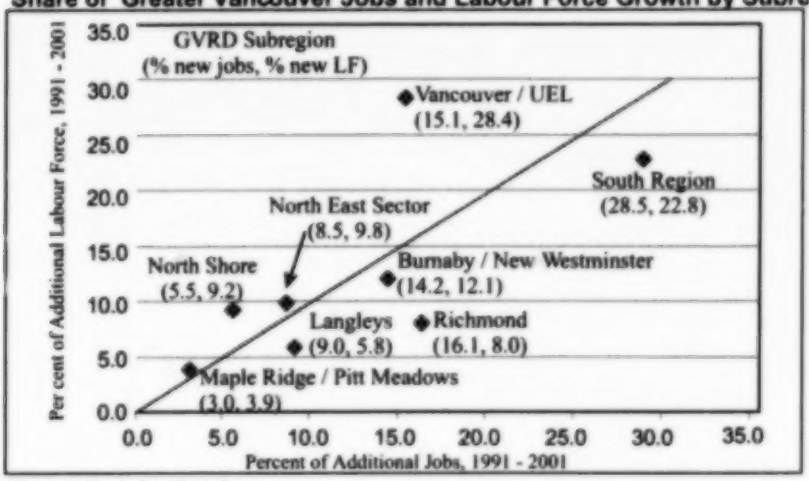
The table on the following page shows the share each subregion held of the region's jobs and labour force. The accompanying chart shows how the regional job and employed labour force growth was shared between 1991 and 2001. Between these years, the employed labour force in the region grew by 180,000 while the number of jobs grew by 195,000. (Some jobs are occupied by workers living outside the Vancouver region)

All of the subregions on the lower side of the diagonal line received a higher proportion of jobs than they added in resident labour force, while all the subregions on the upper side received a greater increase in labour force than jobs. For Vancouver/UEL, 15 per cent of the total number of jobs in the region located here, while the number in the resident labour force increased by 28.5 per cent. While this trend for the central city is positive in that many are living close to the job hub, it is important that the central area does continue to maintain a strong job base and that sites well served by regional transit are reserved for employment.

It is important to note, however, that these jobs/labour force ratios do not tell the whole story on improving accessibility and self-containment. It is possible to have a high number of local jobs but those jobs could be occupied by people traveling from other municipalities. A high jobs/labour force ratio does not guarantee a higher proportion of

*"Jobs" refer to the numbers of jobs located in a geographic area. The term "labour force" means those residents who are working or looking for work. Employed labour force refers to those residents who are working and does not include unemployed residents)

Share of Greater Vancouver Jobs and Labour Force Growth by Subregion, 1991 - 2001



Source: Statistics Canada

Share of Regional Labour Force and Job Growth, by Subregion, 2001

Subregion	Labour Force	Per cent of region total-labour force	Jobs	Per cent of region total jobs
Burnaby/New Westminster	120,680	12.1%	148,580	14.8%
Langleys	57,550	5.8%	52,455	5.2%
Maple Ridge/Pitt Meadows	39,070	3.9%	23,430	2.3%
North East Sector	97,100	9.8%	61,370	6.1%
North Shore	91,673	9.2%	70,170	7.0%
Richmond	79,510	8.0%	117,475	11.7%
South Region	226,766	22.8%	169,600	16.8%
Vancouver/UEL	282,971	28.4%	364,025	36.1%
GVRD Total	**995,320**	**100%**	**1,007,105**	**100%**

Source: Statistics Canada

workers being able to work locally. For example, between 1991 and 2001 the subregion of Burnaby/New Westminster added 27,845 jobs and 16,410 to the labour force. However, the proportion of the labour force working in their own subregion actually dropped from 41 per cent in 1991 to 39 per cent in 2001, meaning that 61 per cent of the resident labour force in Burnaby/New Westminster work outside of their subregion.

Richmond has the highest jobs/labour force ratio in the region. Between 1991 and 2001 the number of jobs increased at almost 2.5 times more than the increase in the number of resident workers. (See table on next page)

Monitoring Accessibility and Self-Containment

The LRSP monitoring program includes several indicators which help evaluate success in achieving greater accessibility and jobs/labour force balance. These are described as follows.

Proportion of Labour Force Working in Home Subregion

This indicator tracks the proportion of residents who work in their own subregion. The table below shows that between 1991 and 1996 the proportion of resident workers working in their own subregion actually declined. However, between 1996 and 2001, the level of self - containment improved for

Jobs to Employed Labour Force for Greater Vancouver Subregions, 1991 - 2001

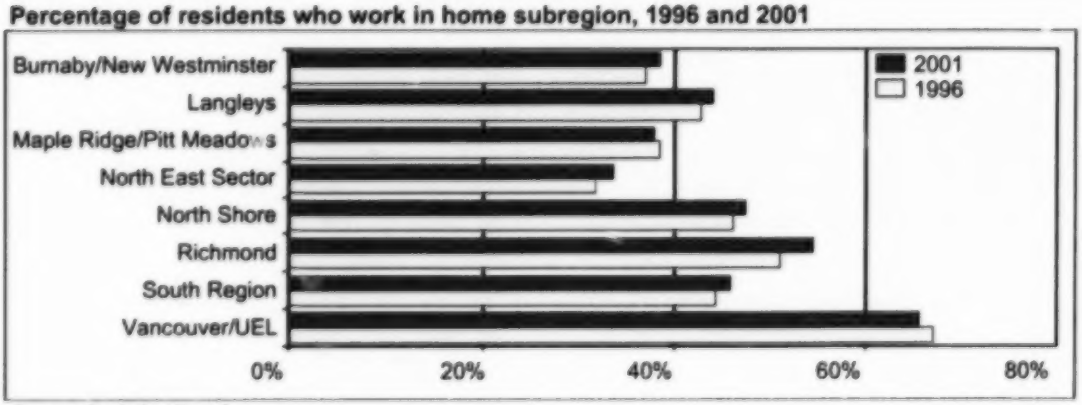
Subregion	1991 Labour Force	1991 Jobs	1991 Jobs to LF	2001 Labour Force	2001 Jobs	2001 Jobs to LF
Burnaby/New Westminster	104,270	120,735	1.16	120,680	148,580	1.23
Langleys	42,204	34,770	0.82	57,550	52,455	0.91
Maple Ridge/Pitt Meadows	28,939	17,630	0.61	39,070	23,430	0.60
North East Sector	73,720	44,695	0.61	97,100	61,370	0.63
North Shore	85,167	59,445	0.70	91,673	70,170	0.77
Richmond	66,475	85,990	1.29	79,510	117,475	1.48
South Region	169,090	113,775	0.67	226,766	169,600	0.75
Vancouver/UEL	244,180	334,395	1.37	282,971	364,025	1.29
GVRD Total	**814,045**	**811,435**	**1.00**	**995,320**	**1,007,105**	**1.01**

Notes to Table:
Jobs are "total jobs" which includes the municipal allocation of "no fixed" workplaces and the inclusion of persons who reside outside Greater Vancouver but who commute into the region for work.
Total No Fixed jobs (105,390) is the combined total of No Fixed POW of persons having a POR in GVRD (102,595) plus an estimated number of No Fixed POW persons having a POR outside GVRD (2,795).
No Fixed POW is distributed municipally based on the 2001 Census Usual Place of Work by industry distribution -- except for Construction which is distributed on the basis of the municipal distribution of total value of building permits experienced over the 1996-2001 period.
South Region includes Surrey, White Rock and Delta
Electoral Area 'A' figures excludes University Endowment Lands
Indian Reserves figures we assigned to their adjacent municipalities
Bowen Island included in North Shore
Source: 1991 and 2001 Census of Canada

all subregions except Maple Ridge/Pitt Meadows and Vancouver/UEL. Overall, between 1996 and 2001, the number of resident workers working and living in the same subregion increased by 1 per cent, to 50 per cent of all Greater Vancouver residents.

Another important measure of self-containment is what proportion of jobs located in a subregion are actually occupied by residents of that subregion. In the subregions of Burnaby/New Westminster and Richmond where the number of jobs significantly outnumber the number in the resident labour force, the proportions of jobs occupied by residents are relatively low. Maple Ridge/Pitt Meadows, the North Shore, and the South Region all enjoy a relatively high proportion of local jobs being occupied by local residents. Overall from 1991 to 2001, the proportion of jobs in subregions held by local residents has declined. However, in most cases the proportions have stabilized from 1996 to 2001.

Percentage of residents who work in home subregion, 1996 and 2001



Source: Statistics Canada

Percentage of residents who work in home subregion

Subregion	1991	1996	2001
Burnaby/New Westminster	41%	37%	39%
Langleys	48%	43%	44%
Maple Ridge/Pitt Meadows	43%	39%	38%
North East Sector	34%	32%	34%
North Shore	47%	46%	47%
Richmond	53%	51%	54%
South Region	47%	45%	46%
Vancouver/UEL	75%	67%	66%
GVRD Total	**54%**	**49%**	**50%**

Source: Statistics Canada
Note: excludes 'no fixed place of work'

Percentage of jobs in subregion held by residents

Subregion	1991	1996	2001
Burnaby/New Westminster	35%	30%	31%
Langleys	58%	50%	48%
Maple Ridge/Pitt Meadows	71%	63%	63%
North East Sector	55%	63%	54%
North Shore	68%	63%	62%
Richmond	41%	36%	37%
South Region	70%	61%	61%
Vancouver/UEL	54%	50%	51%
GVRD Total	**54%**	**49%**	**49%**

Source: Statistics Canada
Note: excludes 'no fixed place of work'

The Development of Centres and Jobs/Housing Balance

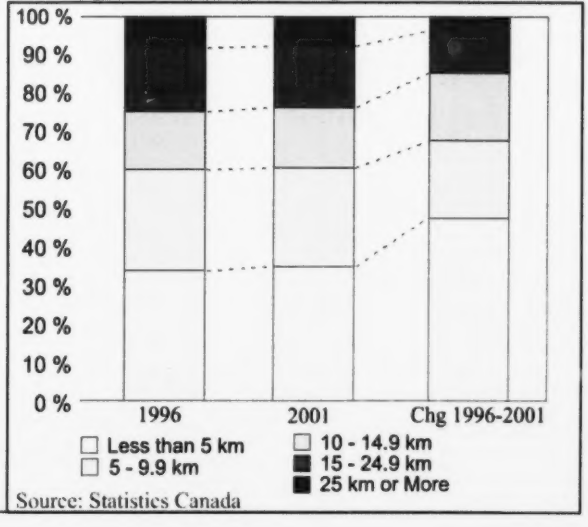
The development of a network of centres is the key spatial strategy that helps achieve jobs/ labour force balance and helps enhance local and regional accessibility. A Regional Town Centre is located in each of the subregions and they serve as the transit hub within the subregion as well as the main point of access to other regional centres and Downtown Vancouver. The LRSP monitoring program contains indicators tracking the number of new dwellings in Regional Town Centres and the proportion of office space located in centres. See the section on Building A Network of Centres for more information on progress in advancing centre development.

Travel Patterns as an Indicator of Jobs/Housing Balance

Travel patterns for the journey to work are also a good indicator of whether accessibility objectives are being achieved. Comparing census data over the last 5 years shows a very slight improvement in the median length of work trip, moving from 7.7 kilometres to 7.6 kilometres.While 24 per cent of all work trips were 15 km and more in length in 2001, the proportion of additional trips in the 15 km plus category from 1996 to 2001 was only 15.5 per cent. At the other end of the scale, the number of works trips under 5 km made up 34 per cent of the trips in 2001 and the proportion of additional trips in the under 5 km category from 1996 to 2001 was 47.4 per cent. The trend of shorter trips can be explained in part by the increase in housing choice near job concentrations such as Downtown Vancouver and the Regional Town Centres. (See Indicator T6.)

Expanding transportation choices is another important indicator of accessibility and jobs/labour force balance and this is typically measured by tracking the percentage of work trips made by walking, transit, and cycling. Unfortunately, due to the transit strike in 2001 during the time of the census, this data is not accurate and cannot be compared with previous years. Data from 1999 shows that about 50 per cent of all jobs in Downtown Vancouver were accessed by transit, walking and cycling. Most

Journey to Work Commuting Distance, 1996 - 2001



Source: Statistics Canada

Regional Town Centres enjoyed a higher than regional average for non-car trips for the journey to work.

Building a Network of Centres

The LRSP policy on centres states:

The GVRD Board will seek through partnerships on complete communities: development of a network of high-quality, mixed activity urban centres supported by an appropriate level of public transit and a range of community services and cultural facilities.

Building a network of centres across the region is one of the best ways to accomplish the complete communities objective. It also helps accomplish the compact region and transportation choice objectives. The Metropolitan Core and Greater Vancouver's eight Regional Town Centres are the focus for higher density residential, major region-serving employment, retail, cultural and community facilities. These centres act as hubs for subregional and regional road and transit access. The LRSP also identifies a network of 13 Municipal Town Centres which have an important municipal role in serving several surrounding neighbourhoods. This pattern of regional development helps concentrate housing, jobs, shops, and services in a network of centres throughout the region that can offer good access by transit, car, walking, and cycling. All member municipalities have incorporated the centre concept into Regional Context Statements, Official Community Plans and zoning.

Progress in Metropolitan Core and Regional Town Centre development in Greater Vancouver has been impressive, especially in the context of North American metropolitan regions. Many of these centres are key subregional shopping destinations, have a significant stock of housing and excellent community infrastructure. Most perform well above the regional average in terms of the proportion of trips taken by transit and walking for work and shopping.

The LRSP monitoring program uses housing construction in centres as one of the ways to track centre development. The accompanying table shows population growth in all of the Regional Town Centres and the Metropolitan Core from 1991 to 2001. Housing growth in and around the town centres has made an important contribution to densification of existing urban areas. Between 1991 and 2001, the population of the region grew by 24 per cent while the population of the Metropolitan Core and the Regional Town Centres grew by 44 per cent. An analysis of housing tenure in the Regional Town Centres shows that these locations also provide an important supply of rental housing.

As documented in earlier annual reports, the centres so far have not been so successful in attracting office development. One of the LRSP indicators is the proportion of office floor space located in centres. From 1990 to 2000, approximately 14 million square feet was added to the Vancouver region office market. The Metropolitan Core's inventory grew by over 6 million square feet, the eight Regional Town Centres grew by under 1 million square feet, and the office parks grew by just under 7 million square feet.

Working From Home

The figures below show an increase in the number of people working from their home between 1991 and 2001. These numbers most likely reflect technology changes and corporate policies that make working at home easier as well as more flexibility in municipal by-laws, such as live/work units.

	1991		2001	
Subregion	**At Home**	**% Employed LF**	**At Home**	**% Employed LF**
Burnaby/New Westminster	5,270	5.1%	7,760	6.4%
Langleys	4,440	10.5%	6,265	10.9%
Maple Ridge/Pitt Meadows	2,155	7.4%	2,880	7.4%
North East Sector	4,495	6.1%	6,765	7.0%
North Shore	8,665	10.2%	10,800	11.8%
Richmond	4,415	6.6%	6,430	8.1%
South Region	12,445	7.4%	16,525	7.3%
Vancouver/UEL	16,280	6.7%	22,855	8.1%
GVRD Total	**58,165**	**7.1%**	**80,280**	**8.1%**

Population in Regional Town Centres, 1991 - 2001

Regional Town Centre[1]	Population 1991	1996	2001	Population Growth 1991-2001 Actual	Percent
Coquitlam Centre	16,940	21,400	23,765	6,825	40.3%
Langley Town Centre	8,435	10,855	12,365	3,930	46.6%
Lonsdale (North Van. City)	18,125	19,935	22,455	4,330	23.9%
Maple Ridge	6,130	7,025	8,050	1,920	31.3%
Metrotown (Burnaby)	16,530	20,885	24,300	7,770	47.0%
New Westminster Downtown	5,240	6,665	6,450	1,210	23.1%
Richmond Centre	20,060	26,800	31,680	11,620	57.9%
Surrey City Centre	13,975	16,870	17,945	3,970	28.4%
Vancouver Metro Core	59,880	72,670	86,555	26,675	44.5%
Total RTCs Plus Metro Core	**165,315**	**203,105**	**233,565**	**68,250**	**41.3%**
Vancouver CMA	**1,524,900**	**1,813,935**	**1,967,475**	**442,575**	**29.0%**

Note:
[1]Geographic boundaries as defined by municipalities December 2003.

Source: Statistics Canada

Jobs/Labour Force and Centres

A good illustration of the success of the jobs/labour force balance concept can be found by looking at Metrotown. This Regional Town Centre has 24,000 residents, 20,000 jobs, and a large variety of shops, services, and cultural and recreation facilities. The diversity of housing stock, rental and owner-occupied, means that workers can find housing choice nearby. When the choice is available, many people take the opportunity to live close to work. For example, about 12 per cent of Metrotown residents walk to work, about double the regional average. Over 30 per cent take transit to work, also about double the regional average. The jobs in Metrotown are not only accessible to Metrotown residents but are well connected by transit to Vancouver, New Westminster and the rest of Burnaby.

Another good example of a successful jobs/labour force balance is the development of the housing on the Downtown Vancouver peninsula over the last 10 to 15 years. This was a deliberate policy decision to expand housing supply in order to give people more housing choices close to the hub of jobs in Downtown Vancouver. The success of this policy is borne out in transportation data. While trips by automobile have remained fairly constant, walking trips to Downtown Vancouver destinations (24 hour) as a proportion of all trips increased from 21 per cent in 1994 to 31 per cent in 1999.

Achieve a Compact Metropolitan Region

The LRSP seeks to avoid widely dispersed development and to accommodate a significant proportion of population growth within the central part of the region. Concentrating growth allows more people to live closer to their jobs, makes better use of public transit and community services, and slows the consumption of land on the urban fringe.

Population Growth in the Region

The population of the region as of the May 2001 Canada Census was 1,986,965. The provincial population estimate for the Vancouver region for 2003 was 2,126,806, an increase of 1.1 per cent over 2002. From 1996-2001, the number of residents in the region increased by 155,300, averaging 1.6 per cent growth per year. Between 1991 and 1996 growth rates averaged around 2.7 per cent per year. The LRSP contains a growth management target for the region of 2,676,000 by 2021, which would mean an average growth rate of 1.5 per cent over the next 18 years. This target is consistent with the latest projections created by the Province of British Columbia.

The following growth management population and employment targets for the year 2021 are contained in Table 1 of the Livable Region Strategic Plan.

2021 Targets	Population	Employment
Growth Concentration Area	1,832,000	951,000
Regional Total	2,676,000	1,317,000

The designated Growth Concentration Area (GCA) consists of the Burrard Peninsula (Vancouver, UBC and environs, Burnaby, and New Westminster), the Northeast Sector (Coquitlam, Port Coquitlam, Port Moody, and Anmore), and North Surrey/North Delta. The GCA includes the current central urbanized core of the region, plus two major subregions that are expected to make the transition from suburban to urban densities within the life of the plan. By focusing growth in the Growth Concentration Area, development pressure on the Green Zone is reduced, a better jobs/housing balance is achieved, and a more concentrated settlement pattern helps support more transportation choice, especially transit.

If the LRSP policy targets are achieved, approximately 70 per cent of the total regional population and employment will reside within the GCA by the year 2021. As of the 2001 Census, 65 per cent of the population resided within the GCA. From 1996 to 2001, the GCA population increased by 111,000 residents, accommodating 71 per cent of the region's population growth, a significant increase over the 1991 - 1996 period. The GCA contains 46 per cent of the total urban area within the region. (In the previous annual reports, annual estimates were used to track this indicator. Since the census figures are considered to be more reliable, the annual figures have been replaced by the census figures.)

For dwellings, 66 per cent of all dwellings in the region are located in the GCA. From 1996 to 2001, the GCA dwelling count increased by 41,565, accommodating 63.5 per cent of the region's increase in dwellings. The reason for the higher rate of population increase in the GCA compared to dwellings is that average household size in the GCA grew slightly (2.56 persons per household to 2.57, while outside of the GCA, the household size fell from 2.64 persons per household to 2.61.)

The 2001 census shows 56 per cent of the dwellings within the GCA are ground-oriented. (Ground-oriented dwellings include single detached dwellings, semi-detached, row housing, apartment/flat in detached duplex, other single attached houses, and movable dwellings.)

Livable Region Strategic Plan: Growth Concentration Area

The Official Community Plans and Regional Context Statements of member municipalities within the Growth Concentration Area show adequate residential capacity to achieve LRSP targets. Several large residential projects are helping to focus growth within the GCA. Residential construction continues on the Downtown Vancouver peninsula. A number of large residential projects are underway at several SkyTrain locations- Collingwood Village in the City of Vancouver is located next to the Joyce SkyTrain station and there are also significant residential projects under construction at Brentwood, Edmonds, and Surrey City Centre stations. The City of New Westminster has been working with the British Columbia Building Corporation to redevelop the 65 acres Woodlands site. Significant residential developments are under construction in Inlet Centre, Port Moody and Coquitlam City Centre. Both Simon Fraser University and the University of British Columbia are constructing major residential development projects on surplus university lands.

Transport Infrastructure Required to Support a Compact Region

Achieving compact development helps support an efficient, cost-effective transportation system. The LRSP contains a policy which addresses the need for transportation services and facilities to be provided in a way that reinforces compact development. This means providing infrastructure that helps support compact development and at the same time resisting investments that could encourage development beyond designated urban areas.

Another means of achieving a compact region is to set a goal of limiting growth in traffic capacity across the eastern boundary of the regional district. The LRSP states as a policy target "the achievement of travel across the GVRD eastern boundary in the peak hour and peak direction of not more than 5,500 mixed traffic vehicles south of the Fraser River and 2,000 mixed traffic vehicles north of the Fraser River." These targets reflect the approximate capacities of the existing road infrastructure. This applies specifically to road traffic entering Langley Township and Maple Ridge from the east along Highways 1, 1A, and 7 in the morning peak rush hour (7:00 to 8:00 A.M.) on a typical weekday. The latest figures available show that volumes are not approaching the target numbers. (Indicator C4)

Statistics on commuter travel from outside the region show that the number of commuters living in the Fraser Valley Regional District and commuting to the Vancouver region increased by 4,440 between 1996-2001, compared to an increase of 3,555 between 1991 and 1996. From the Squamish-Lilloet region, there was virtually no increase in the number commuting to the Vancouver region between 1996 and 2001.

Number of Jobs Located in the Vancouver Region Occupied by Persons Living in the Fraser Valley and Squamish-Lilloet Regions

	1991	1996	2001	Change 1991/96	Change 1996/01
Fraser Valley RD	15,835	19,390	23,830	3,555	4,440
Squamish-Lillooet RD	n/a	1,360	1,380	n/a	20

Source: Statistics Canada

Housing intensification in Downtown New Westminster

Achieving Population and Employment Densities to Support Transit Investments

Transit provision and the spatial pattern of development need to work together. The LRSP contains policies to help ensure that an improved regional public transit network (which represents a very significant public investment) is provided with enough potential riders to justify the public expenditure. The significant population growth within the Growth Concentration Area from 1996 to 2001 helps support the transit system, particularly along major transit lines, in and around Downtown Vancouver and in the Regional Town Centres. However, job growth in the Regional Town Centres is lagging behind residential growth. Many office jobs are locating outside of centres in locations that are difficult and costly to serve by public transit. For the transit system to work efficiently to serve the journey to work, jobs must be accessible by transit.

Another challenge to the compact region objective is stand-alone retail and cinema developments that cannot be easily accessed by transit, walking or cycling. Several municipalities have approved these types of developments in recent years. This means that employees and customers will need to drive to these sites, resulting in traffic congestion and the need for large parking lots. Further, people without regular access to a vehicle often have difficulty accessing these developments. These large format shopping sites do not make attractive housing sites and therefore make more efficient forms of development such as mixed residential/commercial uses difficult to create.

Increase Transportation Choice

The Livable Region Strategic Plan supports the use of public transit and reduced dependence on the single occupant vehicle. It relies on an improved transit system, a modest expansion of road facilities, and the development of transportation demand management measures to support environmental and growth management objectives and increase accessibility for Vancouver Region residents.

The Greater Vancouver Transportation Authority (TransLink) is responsible for the delivery of regional transportation services consistent with the Livable Region Strategic Plan. Transit services are delivered through GVTA subsidiaries and private companies, such as the Coast Mountain Bus Company.

Three-Year Transportation Plan and Ten-Year Outlook Approved

The Greater Vancouver Transportation Authority and GVRD Boards approved a Three Year Plan and Ten Year Outlook for the region's transportation system.

The new Three-Year Plan describes a $1.9 billion capital and maintenance program comprised of a mix of transit system replacement and expansion, major and minor road improvements and capacity increases, funding for the Fraser Crossing and the Richmond-Airport-Vancouver Rapid Transit Line, initial funding for extending rapid transit to the Northeast Sector of the region, and funding for the regional cycling program, amongst others. The Three-Year Plan broadly supports the growth management objectives of the LRSP, and represents a critical step towards achieving sustainable growth and development within the region. The 10-Year Outlook describes potential additional capital projects for implementation after 2007, which could bring the total investment in the regional system over the next ten years to $3.9 billion.

Achieving Transit Ridership Targets

The LRSP contains the following policy:

The GVRD Board will seek through partnerships on increasing transportation choice to plan and implement a transit-oriented and automobile - restrained transportation system for the region.

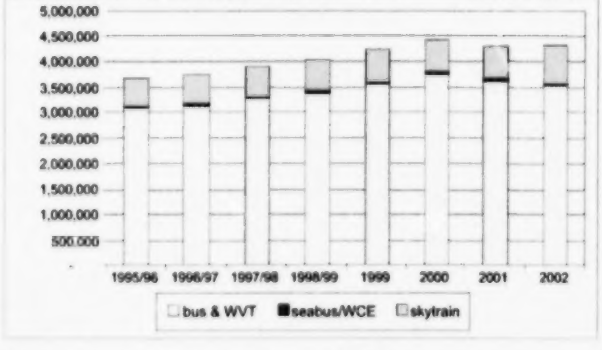
This is to be achieved through growth management, an increase in transit supply, a moderate increase in roads especially to accommodate goods movement, and through a range of trip reduction strategies. Transport 2021, the region's long term transportation plan, identifies a transit target for the whole region of 18 per cent by 2021 in the morning peak period. Data provided by the GVTA through trip diaries conducted in 1994 and 1999 show a slight increase in the proportion of trips made by transit in the morning peak, from 11.3 per cent of all trips to 12.5 per cent in 1999.

Transit Supply

The total number of transit service hours increased slightly in 2002, over 2001 levels. The 2005-07 Transportation Plan provides for 130 additional buses.

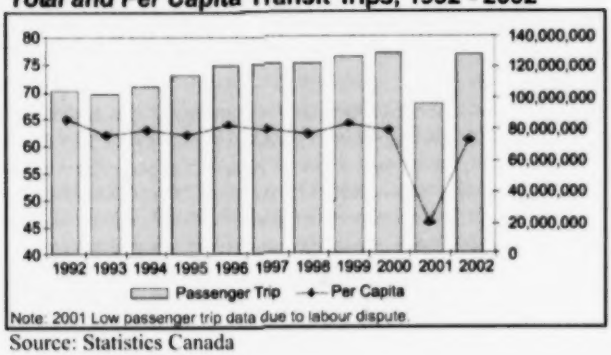
Two rapid transit projects are in the planning stages. Planning for a line connecting the Metropolitan Core to Vancouver International Airport and Richmond City Centre is at the stage of selecting a private sector partner for the project. The Northeast Sector Rapid Transit Alternatives Project is examining the service, demand, land use and cost implications of a range of rapid transit technologies and corridors to serve the Northeast Sector communities.

Increase in Capacity of Transit System (Annual Service Hours) 1995 - 2002



Source: Greater Vancouver Transit Authority

Total and Per Capita Transit Trips, 1992 - 2002



Source: Statistics Canada

Transit Ridership

Use of the transit system on a per capita basis has remained fairly steady in recent years. In 2002, ridership recovered from the prolonged transit strike of 2001. (Indicator T7)

Travel Reduction Measures

Trip reduction programs are an important part of transportation demand management strategies. In 2003, the GVTA and partner universities successfully implemented transit pass programs at Simon Fraser University and the University of British Columbia. Approximately 60,000 students at the two universities have U-Pass transit passes. (See the section Universal Transit Pass for more information.)

The Jack Bell Foundation operated 81 van pools as of November 2003, down from 90 in 2002. Foundation staff attribute the decline to an increase in van pool fees.

Regional Road Network

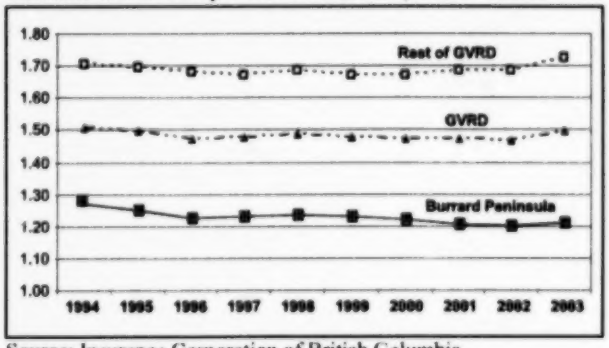
The GVTA has responsibility for regional roads. At the end of 2001, there were 2,200 kilometres of regional roads. The Fraser River Crossing project, a bridge connecting Pitt Meadows and the Township of Langley, is undergoing detailed design work and an environmental assessment. The estimated completion date for this project is 2007.

Vehicle Ownership Patterns

In January 2003, there were 1,269,962 licensed vehicles in the GVRD, an increase of 55,000 vehicles over the year, or a 4.6 per cent annual growth rate. This was higher than population growth rate for the year which is estimated to be about 1.1 percent.

Rates of car ownership vary considerably throughout the region. The graph below shows vehicles per household for the Burrard Peninsula, the GVRD as a whole, and the rest of GVRD which excludes the Burrard Peninsula. (Indicator T2)

Vehicle Ownership Per Household, 1993 - 2003



Source: Insurance Corporation of British Columbia

Change in Trip Length for the Journey To Work

One of objectives of the LRSP is to promote housing and job locations that help limit the length of the commuting trip. Comparing census data over the last 5 years shows a very slight improvement in the median length of work trip, moving from 7.7 kilometres to 7.6 kilometres. Although this is a almost a negligible shift, there are more encouraging signs upon close examination of the data. For example, while 24% of all work trips were 15 km and more in length in 2001, the proportion of additional trips in the 15 km plus category from 1996 to 2001 was only 15 per cent. At the other end of the scale, the

number of works trips under 5 km made up 34 per cent of the trips in 2001 and the proportion of additional trips in the under 5 km category from 1996 to 2001 was 47 per cent.

The reason for the large increase in short trips is most likely the result of increased housing opportunities around major employment centres.

Cycling Network

The recent trends in shorter commuter trip length will help create demand for cycling as a practical alternative. The vast majority of cycling trips to work are typically between 2 kilometres and 8 kilometres in length. Region-wide, approximately 1.5 per cent of all trips are done by bicycle. However, in some centrally located neighbourhoods, the proportion of cycling trips of all work trips can be as high as 10 per cent.

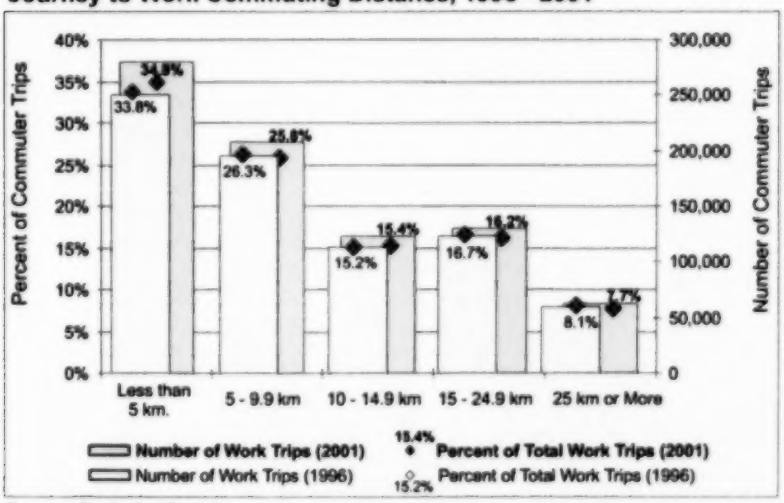
Cycling facilities are predominantly the responsibility of municipalities but the GVTA also has a role in encouraging cycling use in the region. The GVTA provides matching funds with municipalities to expand cycling facilities. The three year plan (2005-2007) proposes that $15 million be allocated to cycling facilities. Many municipalities have been making important upgrades to their cycling networks in order to increase the opportunity to cycle for recreation, commuting, to run errands, and for school trips. The Urban Transportation Showcase Program, and matching funds from the GVTA, Vancouver, Burnaby, and New Westminster will help build the Central Valley Greenway route in 2004-2006.

Walking

Walking is a mode that is gaining in share of trips with the development of housing in centres and around Downtown Vancouver. Several schools in the region have initiated safe route to school programs to ensure walking is a viable option.

Many municipalities are focusing on ways to improve the pedestrian environment and access through such techniques as development guidelines which provide attractive street façades, traffic calming, better lighting, street furniture, landscaping, and curb extensions to reduce crossing distances.

Journey to Work Commuting Distance, 1996 - 2001



Source: Statistics Canada

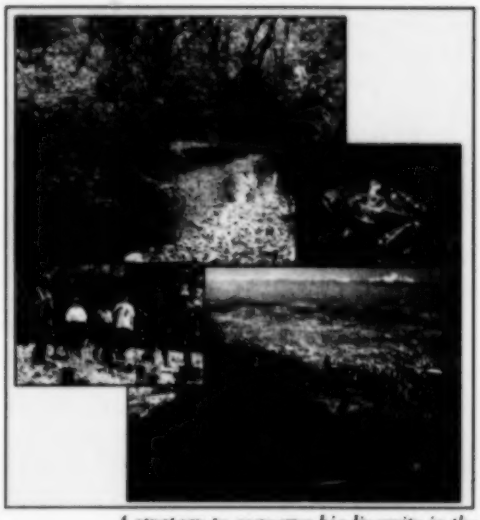
Appendix A: LRSP Implementation Initiatives

Many of the implementation policies of the LRSP rely on successful partnerships with member municipalities, the Greater Vancouver Transportation Authority (GVTA), senior governments, and the voluntary and private sectors. This appendix highlights some of the initiatives taken in 2003 to advance LRSP objectives.

Protect the Green Zone

Biodiversity Conservation Strategy for the Greater Vancouver Region

Partners through the Georgia Basin Action Plan continue to develop a Biodiversity Conservation Strategy for the Greater Vancouver Region. The aim of the Strategy is to assess the status of biological diversity in the region and develop coordinated management strategies to conserve and enhance biodiversity. The project will provide partners and stakeholders with information and tools to guide conservation and environmental planning efforts which work towards protecting the Green Zone and the region's ecological viability. The project working group involves staff from the GVRD, Environment Canada, the BC Ministry of Water, Land and Air Protection, the Ministry of Sustainable Resource Management and Burrard Inlet Environmental Action Program/Fraser River Estuary Management Program, as well as representatives from member municipalities, stewardship organizations and post secondary institutions.



A strategy to conserve biodiversity in the region is being prepared by partners through the Georgia Basin Action Plan

In 2003, work to develop the Biodiversity Conservation Strategy included:

- completion of an "Issues and Strategic Directions" study;
- preliminary mapping of lands contributing to regional biodiversity;
- completion of "Indicator Species and Habitat Quality" research;
- formation of a project website (see www.gov.bc.ca/sry/fwh/GBEI/index.htm);
- information-sharing by the working group on local, regional, provincial and federal initiatives to conserve biodiversity including the new Species at Risk Act.

Current work involves preparation of regional biodiversity maps using satellite imagery as well as the development of a framework and management tools for biodiversity conservation. Completion is anticipated in early 2005.

Integrated Planning for Urban Watersheds

The Watershed-Based Community Planning Working Group is a sub-committee of the GVRD Technical Advisory Committee formed in 2001 to develop effective approaches to incorporate watershed-based planning within local and regional plans in a holistic manner that integrates communities, ecosystems and development. Representatives include staff from member municipalities, Ministry of Water Land and Air Protection, Fisheries and Oceans Canada, the Georgia Basin Action Plan, North Fraser Port Authority and the Suzuki Foundation. A key function of the group is to exchange information and share best practices to encourage transference in other parts of the region. Member's projects profiled in 2003 included: the City of Burnaby's Strategic Overview of the Fisheries Resources in Burnaby, the City of Coquitlam's Comprehensive Landscape Strategy, the Still Creek Integrated Stormwater Management Plan and a Habitat Atlas for the Greater Vancouver Region.

Our urban watersheds provide greenspace, habitat and green infrastructure for stormwater management

Fraser River Estuary Management Program (FREMP) and Burrard Inlet Environmental Action Program (BIEAP)

FREMP and BIEAP are intergovernmental partnerships involving senior government environmental agencies, port authorities and the GVRD to guide planning and decision-making in the Fraser River Estuary and Burrard Inlet. Representatives from municipalities, First Nations and other government agencies also participate in FREMP and BIEAP.

In 2003, *The Updated Estuary Management Plan for the Fraser River - A Living, Working River* was completed and approved by FREMP partners following a year-long consultation process. The plan sets out actions for water and sediment quality, log management, navigation and dredging, and urban and water-related industrial development. New elements in the updated plan include strategies to integrate actions across programs as well as preparation of "reach overviews" to enhance coordination between estuary and upland activities. The plan has now been forwarded to municipalities in the estuary for their endorsement.

The updated Estuary Management Plan for the Fraser River was endorsed by the GVRD Board in October, 2003

Due primarily to resource constraints, partner funding was reduced and resulted in a significant down-sizing of BIEAP-FREMP in 2003. The programs will continue to provide coordinated project review and facilitate implementation of management plans for the estuary and the inlet. However, there is now an increased reliance on partners to undertake actions and contribute resources for effective coordinated management.

Build Complete Communities

Affordable Housing Demand Study

The GVRD and the Greater Vancouver Housing Corporation (GVHC) are completing a joint study on the demand for affordable housing, which will provide a quantified forecast to 2021 of the demand for both market and non-market housing units, and will identify barriers to meeting this demand. The work is to support implementation of the LRSP, and of the (2001) Regional Homelessness Plan for Greater Vancouver. Although the study is designed to examine separately the components of the housing market (both market and non-market housing, and owned and rental tenures), affordable housing is treated as a continuum along which residents move in different directions during different times of their household life cycle.

The study, completed in early 2004, will be used by the GVRD and member municipalities to identify geographic areas in greatest need of affordable housing, a profile of that need, and corresponding housing supply and housing types required to meet need. The GVRD will also use the research findings to inform regional housing policy development within the broader context of what role affordable housing plays in regional sustainability.

Regional Work On Homelessness

Regional work on homelessness continues to be guided by the work of the Regional Steering Committee on Homelessness, a broad-based committee of service-providers, governments and shelter operators in the region. The 2001 regional strategy to address and prevent homelessness ("Regional Homelessness Plan for Greater Vancouver") provides over 60 policies with corresponding action steps intended to address homelessness through the provision of a continuum of housing and support services across the region. In 2004, the GVRD, in partnership with the United Way, will resume its role as Implementation Partner to the Greater Vancouver Regional Steering Committee on Homelessness, facilitating the work of that Steering Committee in implementation of the regional strategy.

In 2003, the federal government's program to fund homelessness (Supporting Communities Partnership Initiative, or SCPI), scheduled to terminate in 2003, was extended to March 2006. Under this extension (SCPI Phase 2), Greater Vancouver has been allocated an additional $24.9 million for facilities and services to serve homeless and at-risk persons.

Increasing the Supply of Secondary Suites

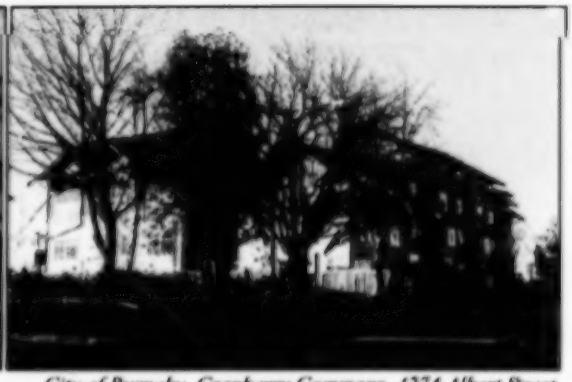
Forty percent of the region's households rent their home. The continued redevelopment pressure upon existing, aging rental stock in the region, and the continued absence of construction of new purpose-built rental stock combine to confirm the increasing importance of secondary suites as a component of the region's affordable rental housing stock.

The GVRD completed a regional study on secondary suites published in 2002 as the "Review of Municipal Secondary Suite Policies in the Greater Vancouver Regional District", in which it was estimated that between 19-25 per cent of the renter households in the region were housed in secondary suites.

As follow-up to that study, in April 2003 the GVRD co-hosted with SmartGrowth BC a workshop designed to look at legal, design, financial and policy barriers to the success of suite programs in the region. Key required actions identified at that workshop included actions required of the provincial government, to revise enabling legislation to redefine a single family residence to include the right to have a suite, and to review and amend the provincial Building Code to provide for more flexible standards for secondary suites, while still ensuring health, safety and fire separations standards are not compromised. Key actions for municipalities include removing zoning barriers to allowing legal suites, and adopting utility fee schedules that recognize the relative small size of most suites.

Ground-Oriented, Medium Density Housing

City of North Vancouver, Small Lot Duplexes, 200-Block East 10th Street. These two front-to-back duplexes are located on smaller than average lots in a designated heritage conservation area.



City of Burnaby, Cranberry Commons, 4274 Albert Street. Cranberry Commons is a 3½ Storey Townhouse and Apartment Unit Co-housing project in North Burnaby that includes environmental sustainability features.

The LRSP encourages the production of ground-oriented, medium density housing to help expand housing choice. Municipalities in the region, through the Regional Context Statements in their Official Community Plans, identify the means by which they are providing for this type of housing through planning regulations. The design and development industry, including non-profit developers, continue to innovate to provide quality, well-designed units ranging from two-family dwellings and townhouses where units all access the street or a courtyard/podium, to row housing built at the base of point towers. In 1996, 2000, and 2003 the GVRD's (TAC) Housing Subcommittee produced a "best practices guide" to showcase these quality projects and initiatives across the region. The 2003 Edition includes 25 examples of ground-oriented small lot detached or multiple housing projects which demonstrate quality and innovation. This most recent edition includes non-profit and rental housing projects, as well as projects which demonstrate adaptive re-use, heritage preservation, "green design", and adaptability (flex housing). A copy of the report can be found at the following web address: www.gvrd.bc.ca/growth/GOMDH2003.htm

Freehold Tenure Row Housing Study

Freehold tenure row housing represents a type and tenure of housing that meets the LRSP policy objective of the provision of more ground-oriented medium density housing, as well as a housing consumer preference for ownership of one's unit over membership in a strata council. However, it is a form of housing that is not typical in the Vancouver Region. In 2003, the GVRD's Housing Subcommittee completed a study of freehold tenure row housing, which included an examination of the development potential and constraints to producing this type of housing in the region, and also a graphic portfolio of ten examples of such housing, some of which are currently found in Greater Vancouver. There are four existing older freehold row housing developments in Burnaby and Port Coquitlam, and three "customized" zoning districts which have been created within the past five years in New Westminster, Surrey and the City of Abbotsford. A proposed demonstration project in Vancouver is in the investigation stage.

Handsome Row, West 8th Avenue, Vancouver.

The study found that freehold tenure row housing represents an affordable and land-efficient housing option in Greater Vancouver, particularly suited

for infill redevelopment in transition areas, as well as in newly-developing mixed use communities close to urban services and transportation. The strongest consumer demand comes from first-time home-buyers, "move-up" singles and couples, wanting an alternative to condominiums, and "retirement buyers" of higher end of market units in prime urban locations. However, the development industry anticipates that demand for this type of housing will remain weak initially, as it faces strong competition from three well-established housing forms: strata title owned townhouses, small lot detached housing, and the small lot strata duplex.

Municipalities are encouraged to make specific provision for freehold row housing in their community and housing plans, and to provide more customized zoning to encourage this type of housing. The development industry can test market readiness through surveys and demonstration projects.

Livable Centres Task Group

The Livable Centres Task Group, initiated in 2002, continued their work throughout 2003. The purpose of the Task Group is to examine ways to promote further development of town centres throughout the region by increasing their attractiveness as places to live, work, shop, play and access services. While the emphasis is on Regional Town Centres, the group is also looking for ways to improve the vibrancy and commerce of Municipal Town Centres.

Task Group members collaborated in preparing a Livable Centres web site. The web site provides:

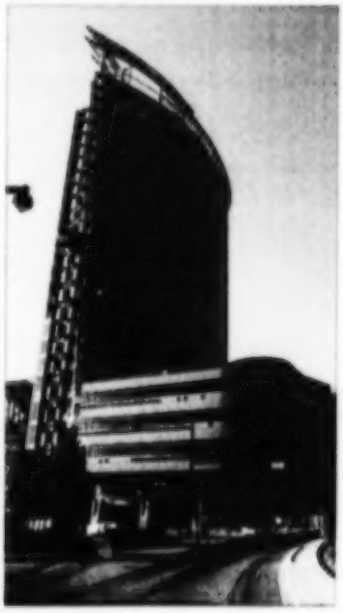
- information about the purpose and advantages of developing Regional Town Centres;
- profiles of each of the eight Regional Town Centres as well as the Metropolitan Core, including information about housing types, transportation, employment, services and community amenities available in each town centre;
- background papers on key issues.

The address of the Livable Centres website is **www.gvrd.bc.ca/livablecentres**

Central City Tower in Surrey Centre

In the fall of 2003, J.P Morgan Chase announced that they would be bringing a 850 employee call centre to Surrey City Centre. The company will occupy 150,000 square in the Central City Tower which is owned by the Insurance Corporation of British Columbia.

Central City Tower is a major asset and catalyst to the rejuvenation of Surrey City Centre. Steps away from Surrey Central SkyTrain station, it has a large plaza for public gatherings and festivities in front of the building. The Surrey City Centre plan is currently being updated to help increase economic prosperity, vitality, and livability of the centre area. This centre has been selected as one of the regional town centres to receive funding under the Transport Canada Urban Transportation Showcase Program.

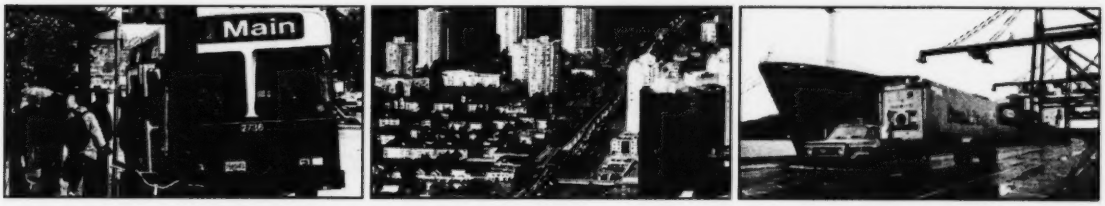


Smart Growth in Maple Ridge Town Centre

In 2003, Smart Growth BC and the District Council of Maple Ridge teamed up to make the Maple Ridge Regional Town Centre the first community for the "Smart Growth on the Ground" project. A plan based on smart growth principles will be prepared for the town centre, with an emphasis on enhancing economic prosperity, historic preservation, looking for infill opportunities and enhancing links to the Fraser River and West Coast Express Station. In 2004, the project team will work closely with the community. A design charrette will be a key part of the process. More information can be found at www.smartgrowth.bc.ca

Increase Transportation Choice

GVRD Awarded Funding Under Transport Canada's Urban Transportation Showcase Program



Transport Canada held a competition inviting Canadian municipalities to propose projects which would promote strategies for reducing greenhouse gas emissions from transportation. The program is part of the Government of Canada's Action Plan 2000 on Climate Change. The GVTA/GVRD teamed up with seven partner municipalities - Burnaby, Coquitlam, Delta, New Westminster, Richmond, Surrey, Vancouver - and were awarded $8.8 million of the $35 million federal program. GVTA funds, GVRD funds, municipal funds and the Better Environmentally Sound Transportation (BEST) VanCity funds will combine to dedicate approximately $30 million in total over three years to the Showcase project. The Vancouver region proposal called the "Sustainable Region Showcase for Greater Vancouver" proposes projects that help make the links between transportation, land use, air quality, and greenhouse gas emissions. There are six projects included in the Showcase:

Main Street Corridor Transit and Pedestrian Priority; Comprehensive transit priority and pedestrian improvements on one of the highest volume local bus routes in the region.

Hybrid Bus Demonstration: Testing the viability of low emission, low noise diesel/electric buses in Greater Vancouver.

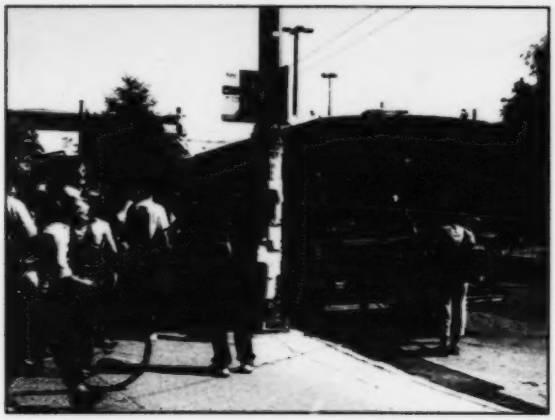
Central Valley Greenway: A predominantly traffic-separated 22 kilometre bicycle and pedestrian pathway through New Westminster, Burnaby, and Vancouver linking the Fraser River to Stanley Park.

Transit Villages: Increasing transit-oriented development, improving the physical environment and enhancing pedestrian, cycling and bus accessibility in SkyTrain station areas.

Goods Movement: Detailed studies and analysis to examine opportunities for improving the efficiency of goods movement in the region, while reducing greenhouse gas emissions.

TravelSmart: Household-based travel marketing program targeting households willing to try alternative transportation modes.

Universal Transit Pass Implemented at UBC and SFU



In September 2003, the GVTA, in partnership with the universities and their student societies, introduced a universal transit pass for students at UBC and SFU. The pass provides a significant discount for transit travel for students (approximately $20 a month compared to $60 a month before the pass was introduced). Students voted in support of sharing transit costs over the entire student body and thereby reducing the per student price of the U-Pass. The U-Pass program also received financial support from the two universities, and received partner financial support from VanCity Credit Union.

The idea of implementing a U-Pass system was incorporated in the Official Community Plan for University of British Columbia which was adopted by the GVRD Board in 1997 (The GVRD Board is the civic planning authority for Electoral A, and UBC is located within Electoral A). In the mid 1990s UBC decided to develop surplus lands and build a new community which was estimated to accommodate 18,000 people by 2021. Neighbouring communities and the City of Vancouver were concerned about existing and future traffic impacts of the university. In response to these concerns, the OCP contained a target of reducing single occupant vehicle travel to UBC by 20 per cent from 1997 levels, to be achieved by pursuing a "U-Pass Program" as part of their transportation demand management measures.

Complex negotiations were necessary in order to find a price point that was attractive to students both on and off campus, to determine what financial support the universities would need to bring to the table, to determine the extent of parking rate increases, and to decide how much extra service would be needed to accommodate demand. The results of the program have exceeded all expectations.

In the fall of 2003, the following results were reported at the UBC:

- Transit's mode share of all weekday trips to UBC increased from 26 per cent in the fall of 2002 to approximately 40 per cent in the fall of 2003, a 53 per cent increase in total weekday ridership;
- Trips by automobile have been reduced by 14 per cent;
- Demand for parking has declined by 15 per cent.

Similar results have been reported at Simon Fraser University, where total weekday transit use has increased by 39 per cent.

The U-Pass program is often referred to as a "model transportation demand management" program. It achieves social, economic, and environmental objectives: students are provided with lower cost travel options, and air emissions and traffic impacts are reduced. In addition, these sorts of programs reinforce sustainable land use patterns- less land is used for parking, and pass holders are likely to use the pass for other trips such as going to shops and services which are accessible by transit. It reinforces the importance of transit-accessible residential locations. It also demonstrates that price is important when choosing among travel options. The GVTA will be looking at the feasibility of expanding the program to cover other educational institutions and major employers.

APPENDIX B

Livable Region Strategic Plan: Monitoring Program Indicators

PROTECT THE GREEN ZONE

- **G1** Area of Green Zone
- **G2** Area of Agricultural Land Reserve
- **G3** Total value of farm-gate sales
- **G4** Number of new non-farm dwellings in the Green Zone
- **G5** Number of endangered or threatened species (provincial red list)
- **G6** Length of Regional Greenways completed
- **G7** Size of protected conservation areas

BUILD COMPLETE COMMUNITIES

- **B1** Number and proportion of new dwellings by structure type, within and outside the GCA
- **B2** Number and proportion of new dwellings in municipal and regional centres
- **B3** Benchmark price for housing for the region
- **B4** Proportion of office floor space in municipal and regional centres
- **B5** Proportion of labour force working in home subregion
- **B6** Proportion of rental housing in region's housing stock

ACHIEVE A COMPACT METROPOLITAN REGION

- **C1** Population growth and share of annual population growth, for the GCA and GVRD
- **C2** Number and proportion of ground-oriented housing inside and outside the GCA
- **C3** Non-residential building permit values, by sub-region
- **C4** Number of vehicles crossing the GVRD eastern boundary, in-bound
- **C5** Total employment and share of employment growth, for the GCA and GVRD
- **C6** Growth in regional sewerage trunk lines, for the GCA and GVRD

INCREASE TRANSPORTATION CHOICE

- **T1** Total number of vehicle kilometres driven
- **T2** Vehicle ownership per household
- **T3** Participation in regional ride-share program
- **T4** Lane-kilometres of major road network
- **T5** Kilometres of streets with sidewalks and kilometres of bike lanes
- **T6** Commuter trip length
- **T7** Total and per capita transit ridership
- **T8** Growth in total and per capita transit capacity
- **T9** Mode Split
- **T10** Proportion of children walking to school versus using other transportation modes

- Positive
- Negative
- Unchanged
- Undetermined
- Not available

Livable Region Strategic Plan Strategy: PROTECT THE GREEN ZONE

	Indicator	Relevant LRSP Objectives
G1	**Area of Green Zone**	**Protect Green Zone areas from urban development and seek to add new areas to the Green Zone**

The area of the GVRD Green Zone was calculated to total 205,520 hectares in 1998. This figure is currently being reviewed.

Data Source: GVRD Regional Development
Indicator Update Frequency: 5-year

G2	**Area of Agricultural Land Reserve**	**Protect Green Zone areas at risk from urban development, and minimize pressure on the Green Zone through management of urban areas**

The Agricultural Land Commission permitted 75.2 ha to be excluded from the Agricultural Land Reserve in 2003. In 2002 a net figure of 90 ha was permitted for exclusion. The Agricultural Land Commission estimates that the area of the GVRD ALR is approximately 53,700 ha.

Year	Inclusions	Exclusions (All in hectares)
2000	0	71.5
2001	0	4.3
2002	0	90.0
2003	2	75.2

Data Source: Agricultural Land Commission (provisional figures released October 2003)
Indicator Update Frequency: Annual

G3	**Total value of farm-gate sales**	**Enhance planning for agriculture as part of the region's economic base**

Farm gate sales figures are collected as part of the 5-yearly Census of Agriculture carried out by Statistics Canada. The most recent statistics show $698,053,000 of sales in 2000. This grew by 40% from the 1995 figure of $498 million and represented 30% of the value of provincial agricultural output in 2001, produced on less than 2% of the province's agricultural land base.

Data Source: Statistics Canada, 2001 Census of Agriculture
Indicator Update Frequency: 5-Year

G4	**Number of new non-farm dwelling units in the Green Zone**	**Minimize pressure on the Green Zone and protect the Green Zone from urban development**

Data not collected to date.

G5	**Number of endangered or threatened species (provincial 'Red List')**	**Enhance the viability of the region's ecology**

This indicator may need to be revised to provide a better measure of change. For example, an increase in the number of species may reflect better monitoring of habitat rather than any change in the status of previously identified threatened species.

In the whole of British Columbia there were 223 endangered or threatened vertebrate animal species ('red and blue listed') identified in 2000. Of that total, as many as 56 are found in GVRD Parks. This provides some evidence of the importance of species habitat areas in parks.

Data Source: GVRD Parks
Indicator Update Frequency: under review

Livable Region Strategic Plan Strategy: PROTECT THE GREEN ZONE

	Indicator	Relevant LRSP Objectives
G6	**Length of Regional Greenways completed (recreational component)**	**Develop a region-wide trail network, and an interconnected system of wetlands and upland habitat**

It is estimated that 762 kilometres of regional recreational greenway already exist or have been identified for development in the near future. In 2003, 4 km of Regional Greenway was constructed by the GVRD, including 3 km in Mud Bay and 1 km through Hume Park to Braid Station in New Westminster.

Data Source: GVRD Parks
Indicator Update Frequency: Annual

	Indicator	Relevant LRSP Objectives
G7	**Size of protected conservation areas (including environmental greenways)**	**Protect the viability of the region's ecology**

There are no currently available accurate figures for this indicator. The Georgia Basin Ecosystem Initiative, with the participation of the GVRD, is developing a regional Biodiversity Strategy, which will identify a number of different aspects of the status of protected areas within the Region.

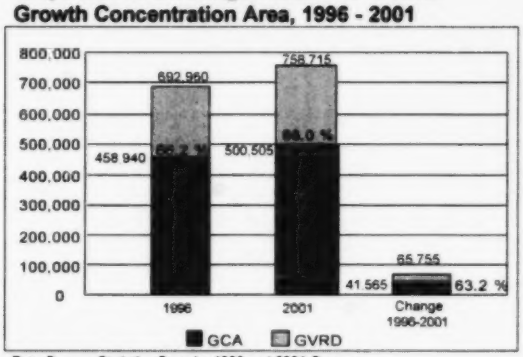
A 1999 study of GVRD Parks shows that 31per cent (over 9300 hectares) are wetlands. Since that time the GVRD has added Blaney Bog to the Park Reserve inventory which provides an additional 66 hectares of wetland. Other wetland sites are currently being considered for acquisition through partnerships. Wetlands are thought to be one of the most important ecosystems for ensuring continued biodiversity.

Data Source: GVRD Parks
Indicator Update Frequency: Annual

Indicator	Relevant LRSP Objectives
B1 Number and proportion of new dwellings, by structure type, within and outside the GCA	**Seek a diversity of housing types across the region**

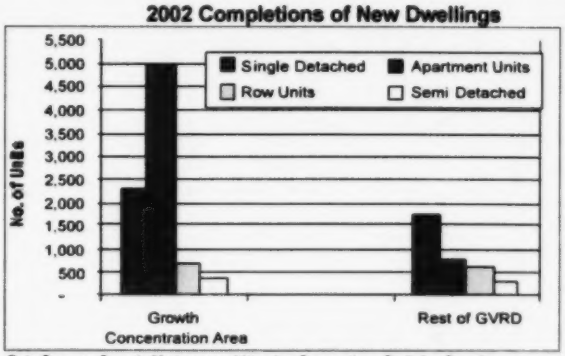
During 2002 approximately 11,825 new dwellings were built within the Vancouver Region.These CMHC figures on housing completions give an approximate annual indication of building activity within and outside the GCA, and show that 71 per cent of all dwellings were built within the GCA . Census data shows that from 1996 to 2001, the GCA dwelling count increased by 41,565, accommodating 63.5 per cent of the region's increase in dwellings. In 2001, the GCA accounted for 66 per cent of all dwellings.

Proportion of Dwellings Inside and Outside Growth Concentration Area, 1996 - 2001



Data Source: Statistics Canada, 1996 and 2001 Census
Indicator Update Frequency: 5-Year

2002 Completions of New Dwellings

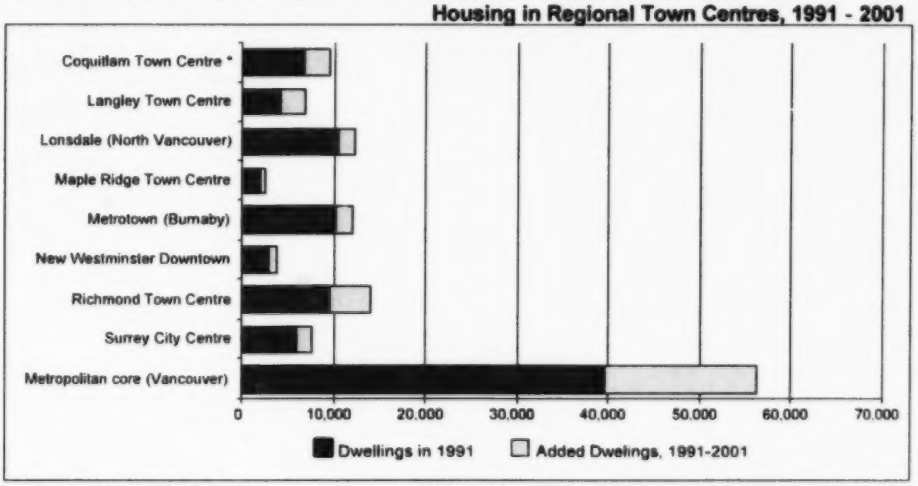


Data Source:, Canada Mortgage and Housing Corporation, Statistics Canada
Indicator Update Frequency: Annual and 5-year

Indicator	Relevant LRSP Objectives
B2 Number of total and new dwellings in Metropolitan Core and Regional Town Centres	**Seek development of a network of high-quality, mixed-activity urban centres, and achieve of densities in centres and transportation corridors to support planned transit services**

The graph below shows additional housing units built in the Metropolitan Core and the Regional Town Centres between 1991 and 2001. By 2001, 15.1 per cent of all housing in the region was located in these centres, up from 13.6 per cent in 1991.

Housing in Regional Town Centres, 1991 - 2001

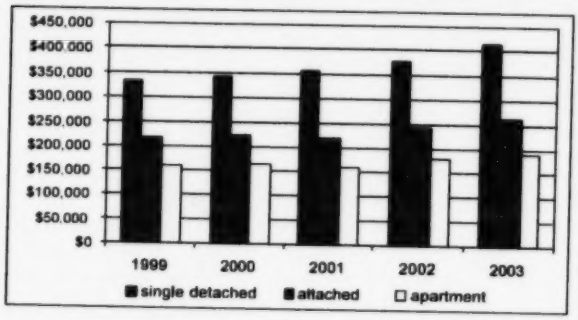


Data Source: Statistics Canada, 1991 and 2001 Census
Indicator Update Frequency: 5-Year

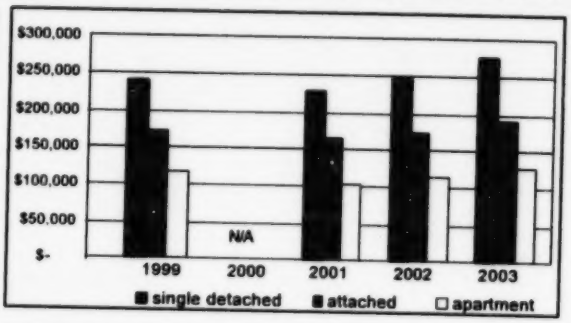
Indicator	Relevant LRSP Objectives
B3 Benchmark price for housing, by structure type, for the region	**Seek a diversity of housing types and costs in each part of the region**

The housing price index for different types of housing is shown here from 1999 to 2003.

House Price Index, Greater Vancouver Real Estate Board



House Price Index, Fraser Valley Real Estate Board

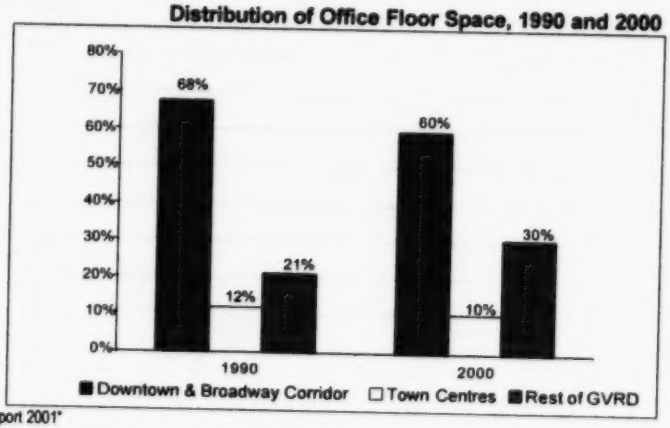


Data Source: Real Estate Board of Greater Vancouver MLS House Price Index, April of each year.
Data Source: Fraser Valley Real Estate Board MLS House Price Index
Indicator Update Frequency: Annual

B4 Proportion of office floor area in the Metropolitan Core and Regional Town Centres	**Seek development of a network of high-quality, mixed-activity urban centres supported by an appropriate level of public transit and a range of community services and cultural facilities**

Recent data on the numbers of jobs in Regional Town Centres is not available. Changes in total inventoried office floor area between 1990 and 2000 indicate that while the Metropolitan Core (Downtown Vancouver and Broadway corridor) inventory of office space grew by over 6 million sq.ft. and the rest of the GVRD (excluding Regional Town Centres) grew by 7 million sq.ft., the Regional Town Centres grew by only 1 million sq. ft.

Distribution of Office Floor Space, 1990 and 2000

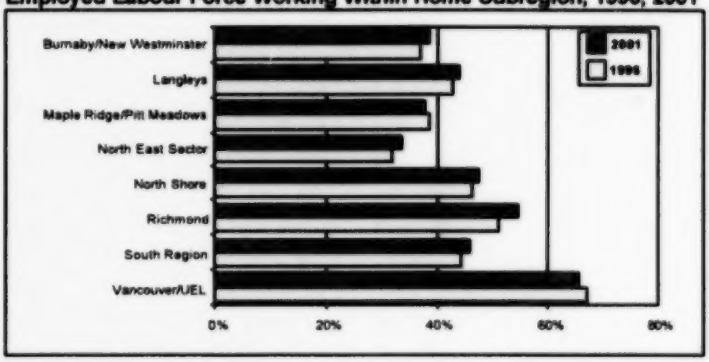


Data Source:Royal LePage "The GVRD Office Market Report 2001"
Indicator Update Frequency: to be determined

Indicator	Relevant LRSP Objectives
B5 Proportion of labour force working in home subregion	**Seek a better balance in jobs and labour force location throughout the region**

With the exception of Vancouver/UEL and Maple Ridge/Pitt Meadows, all subregions showed an increase in the number of workers working in their home subregion.

Proportion of Employed Labour Force Working Within Home Subregion, 1996, 2001



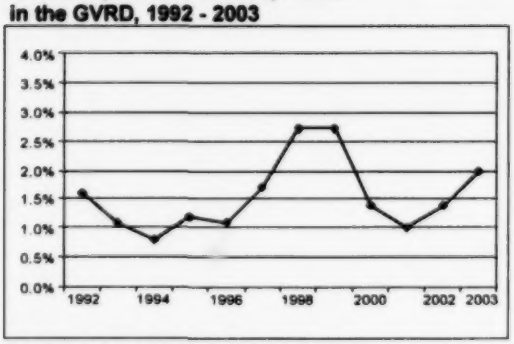
Data Source: Statistics Canada, 1996, 2001 Census

Indicator Update Frequency: 5-Year

B6	**Proportion of rental housing in region's housing stock**	**Seek a diversity of housing tenures in each part of the region**

The proportion of rented accommodation in the GVRD has fallen slightly. Low interest rates have facilitated an increase in home ownership over the past five years, while a tight rental market has influenced the number of choices for rental households. Rental vacancy rates increased to 2.0 per cent in 2003.

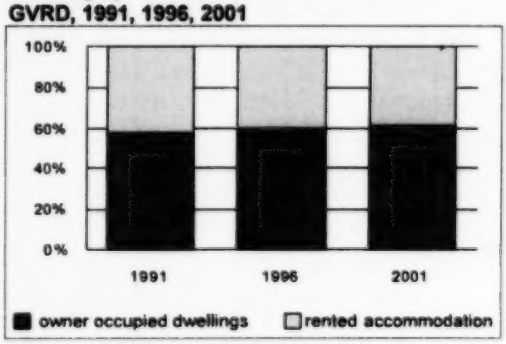
Annual Apartment Vacancy Rates in the GVRD, 1992 - 2003



Data Source: Canada Mortgage and Housing Corporation

Indicator Update Frequency: Annual

Dwelling by Tenure, GVRD, 1991, 1996, 2001



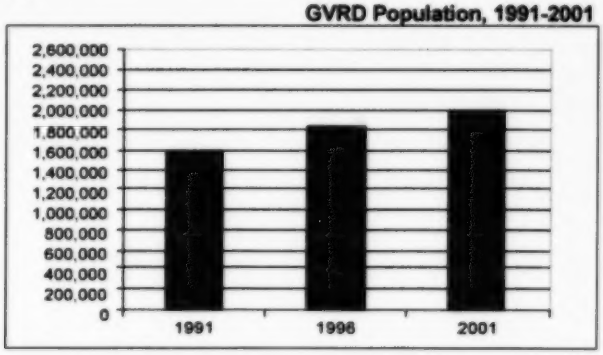
Data Source: Statistics Canada, 1991, 1996, 2001 Census

Indicator Update Frequency: 5-Year

	Indicator	Relevant LRSP Objectives
C1	**Population growth and share of annual population growth, for the Growth Concentration Area and GVRD**	**Seek to achieve population growth management targets for 2021**

Overall, population has risen from just over 1,600,000 in 1991 to 1,986,965 in 2001. Population growth rates in recent years have been significantly lower than in earlier periods of the 1990's.

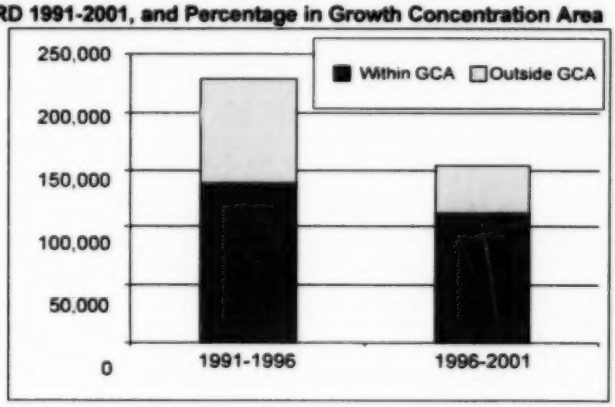
GVRD Population, 1991-2001



Data Source: Statistics Canada, 1991, 1996, 2001 Census
Indicator Update Frequency: 5-Year

The proportion of the population located in the Growth Concentration Area (GCA) of the GVRD is 67 per cent. The GCA accommodated 73 per cent of the region's population growth between 1996 and 2001. Between 1991 and 1996 the GCA accounted for less than 60 per cent of the region's population growth.

Additional Residents in GVRD 1991-2001, and Percentage in Growth Concentration Area

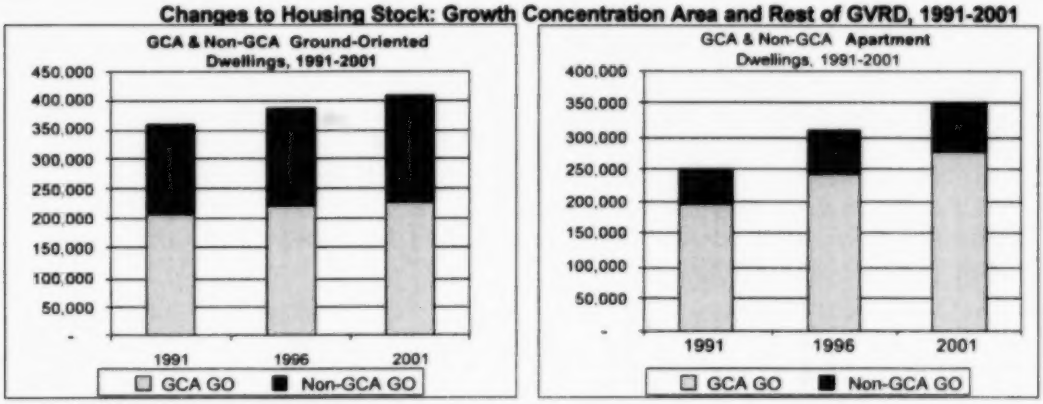


Data Source: Statistics Canada, 1991, 1996, 2001 Census
Indicator Update Frequency: 5-Year

	Indicator	Relevant LRSP Objectives
C2	**Number and proportion of ground-oriented housing inside and outside the Growth Concentration Area**	**Seek further opportunities for ground-oriented housing, particularly in the GCA**

Ground-oriented housing in the Growth Concentration Area (GCA) has increased, up from 208,460 units in 1991 to 226,495 units in 2001. The number of apartment units in the GCA as increased from 197,380 units in 1991 to 274,005 units in 2001.

Changes to Housing Stock: Growth Concentration Area and Rest of GVRD, 1991-2001



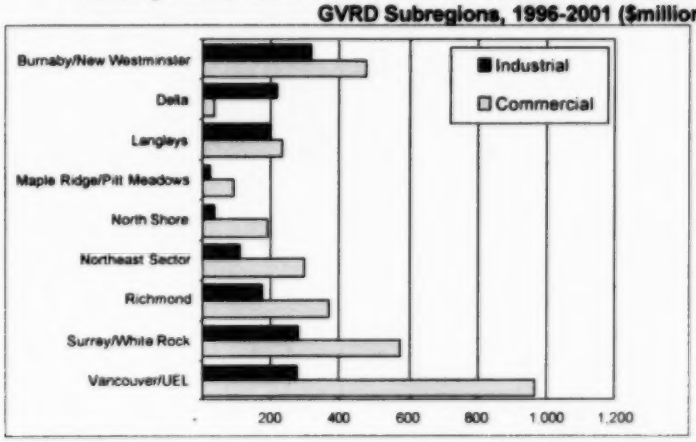
Data Source: Statistics Canada, 1991, 1996, 2001 Census

Indicator Update Frequency: 5 - year

C3	**Non-residential building permit values for the GVRD subregions**	**Seek a distribution of business investment that supports LRSP objectives**

At present, it is not possible to quantify commercial and industrial development inside the Growth Concentration Area. The graph below shows commercial and industrial development by GVRD Subregions.

Building Permit Values, Commercial and Industrial Development, GVRD Subregions, 1996-2001 ($millions)



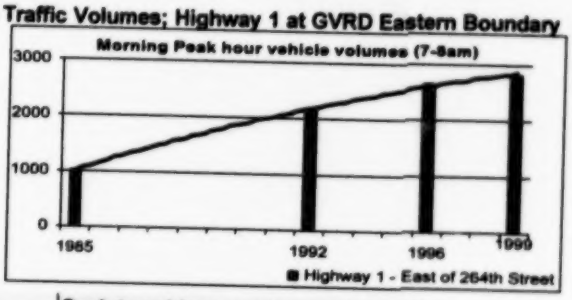
Data Source: GVRD

Indicator Update Frequency: 5 - year

Indicator	Relevant LRSP Objectives
C4 Number of vehicles crossing the GVRD eastern boundary, in-bound	**Seek travel levels across the GVRD eastern boundary that are consistent with development of complete communities in the Fraser Valley**

Statistics showing the numbers of vehicles crossing all the eastern boundary roads are not available for 1999, but the data for Highway 1 represents around 65% of all traffic crossing the eastern boundary. The graph shows that while there has been an increase in traffic volumes, the rate of increase has been less for commuting into Greater Vancouver from further east in the Fraser Valley.

Morning Peak (7-8am) Traffic Volumes; Highway 1 at GVRD Eastern Boundary



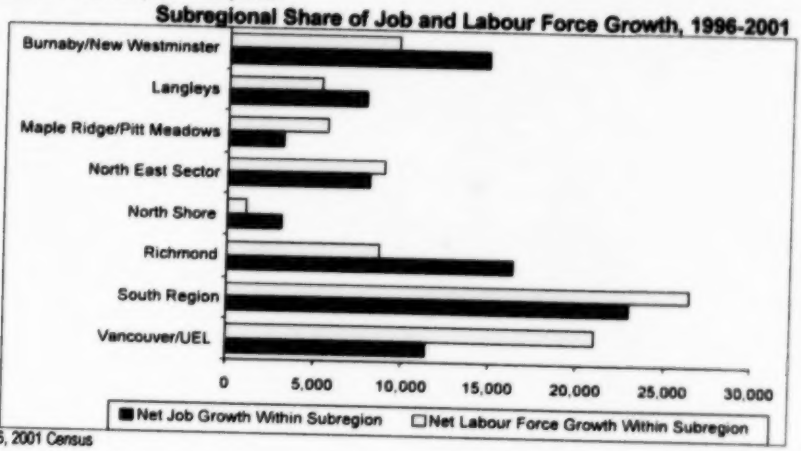
Data Source: Greater Vancouver Transportation Authority (GVTA)

Indicator Update Frequency: 5-Year

C5 Total employment and share of employment growth, by Subregion	**Seek to achieve employment growth management targets for 2006 and 2021**

Burnaby / New Westminster, Richmond and the North Shore added more jobs than labour force from 1996 to 2001. Vancouver / UEL added significantly more labour force than jobs in this period.

Subregional Share of Job and Labour Force Growth, 1996-2001



Data Source: Statistics Canada, 1996, 2001 Census

Indicator Update Frequency: 5 - year

C6 Growth in regional sewerage trunk lines, for the GCA and GVRD	**Implement the LRSP through delivery of GVRD services**

Information is available to cover this indicator, but it includes replacement of older sewers as well as new pipes. As an alternative indicator, adjustments to the sewer area boundaries are tracked. The legal sewerage area boundary has increased by 1249 ha since 1995. Nearly all of this expansion occurred in the Fraser Sewerage Area which is now roughly 65,230 ha. (about two thirds of all the area covered by the sewerage system in Greater Vancouver). This represents a 1.9 per cent growth in 5 years.

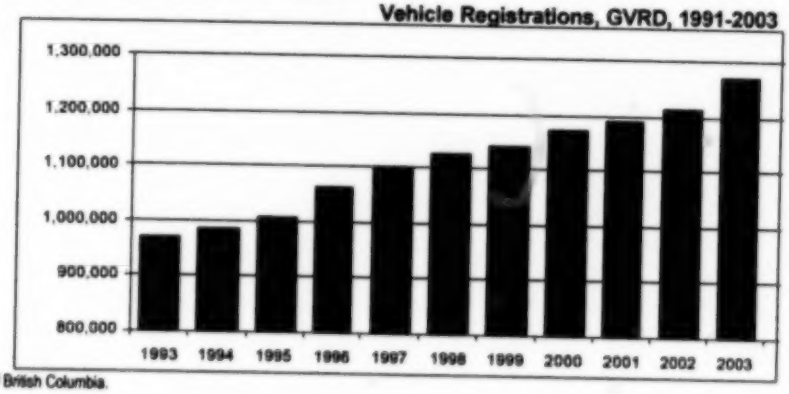
Data Source: GVRD

Indicator Update Frequency: 5 - year

Indicator	Relevant LRSP Objectives
T1 Total number of vehicle kilometres driven	**Increase transportation choices to reduce automobile-dependence**

The total number of vehicles registered in the Region is thought to give a good indication of the total kilometers driven. GVTA estimates the per capita daily vehicle kilometres travelled to be 23 kilometres.

Vehicle Registrations, GVRD, 1991-2003



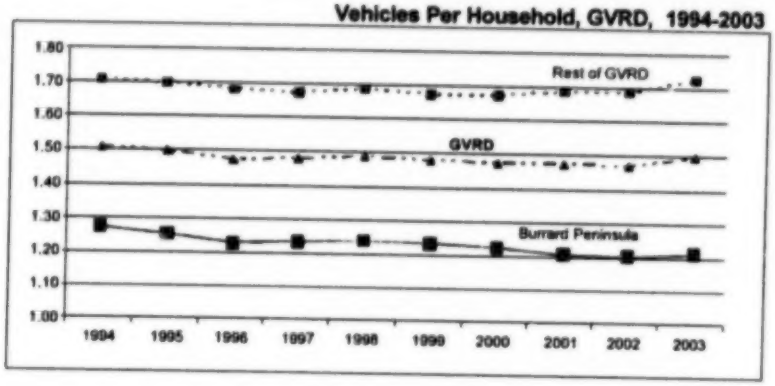
Data Source: Insurance Corporation of British Columbia.

Indicator Update Frequency: Annual

Indicator	Relevant LRSP Objectives
T2 Vehicle ownership per household	**Increase transportation choices to reduce automobile-dependence**

Vehicle ownership per household has risen in the past year, although it has remained at almost the same level for the past five years.

Vehicles Per Household, GVRD, 1994-2003



Data Source: BC Stats PEOPLE 26; Insurance Corporation of British Columbia (Pitt Meadows and Maple Ridge vehicle numbers 1992-95 derived from 1991 and 1996 statistics)

Indicator Update Frequency: Annual

Indicator	Relevant LRSP Objectives

T3 Participation in regional ride-share program

Pursue transportation demand management strategies

In the month of November 2003, the Jack Bell Foundation reported 81 car/van pools in operation, down from 90 in 2002. The total number of passenger trips in November 2003 was 20, 710. In addition, the Foundation has 5 van pools in operation providing a shuttle service between the University Hospital, Vancouver General Hospital, and St. Paul's Hospital.

Data Source: GVTA and Jack Bell Foundation

Indicator Update Frequency: Annual

T4 Lane-kilometres of major road network

Manage road capacity to achieve LRSP objectives

The regional road network is comprised of about 2,200 lane kilometres of roadways.

Data Source: GVTA

Indicator Update Frequency: Annual

T5 Kilometres of streets with sidewalks and kilometres of bike lanes

Seek enhancements to local streets to favour transit, bicycle and pedestrian uses

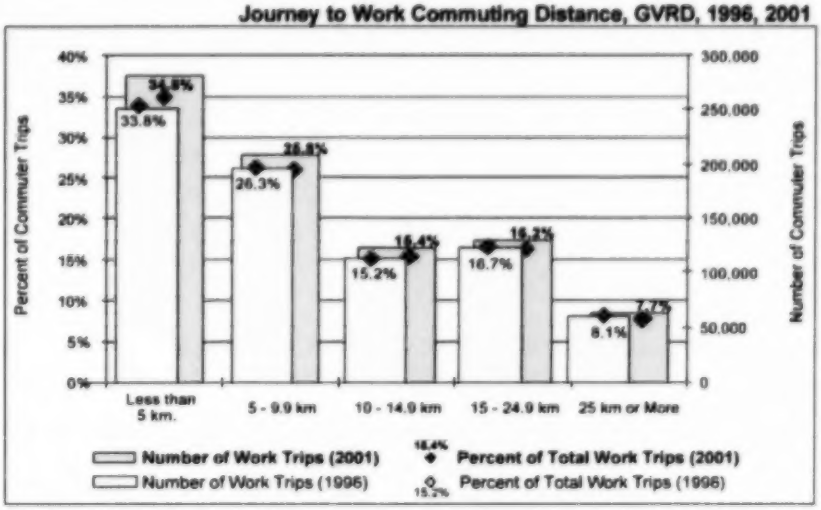
No statistics exist on the length of streets with sidewalks. No satisfactory source of information has been identified which includes a measurement of the length of bike lanes.

T6 Commuter trip length

Seek a better balance of jobs and labour force throughout the region

Between 1996 and 2001, the median commuter trip length decreased slightly from 7.7 km to 7.6 km. The proportion of short trips increased while the proportion of long trips decreased.

Journey to Work Commuting Distance, GVRD, 1996, 2001



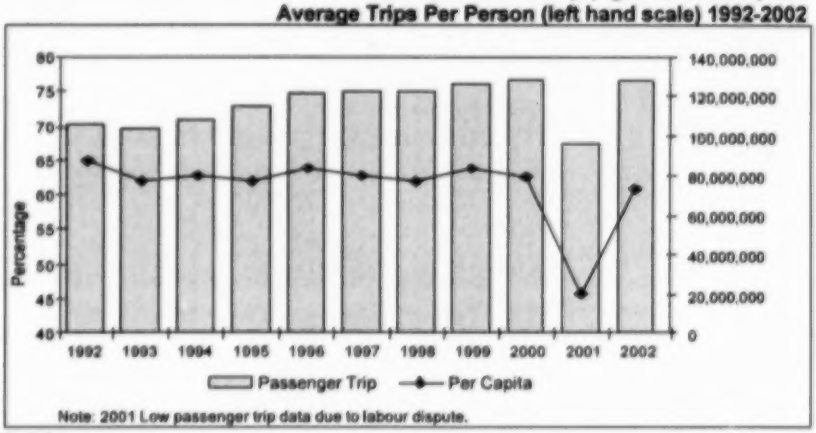
Data Source: Statistics Canada, 1996, 2001 Census

Indicator Update Frequency: 5-Year

Indicator	Relevant LRSP Objectives
T7 Total and per capita transit ridership	**Plan and implement a transit-oriented transportation system**

Use of the transit system has remained fairly steady in recent years. The total number of trips taken (paid journeys) has increased at a rate that approximates the overall population increase in recent years. Low ridership figures for 2001 are due to a four month long labour dispute. By 2002, transit levels had almost returned to pre-strike levels.

Total Transit Ridership (right hand scale) and Average Trips Per Person (left hand scale) 1992-2002



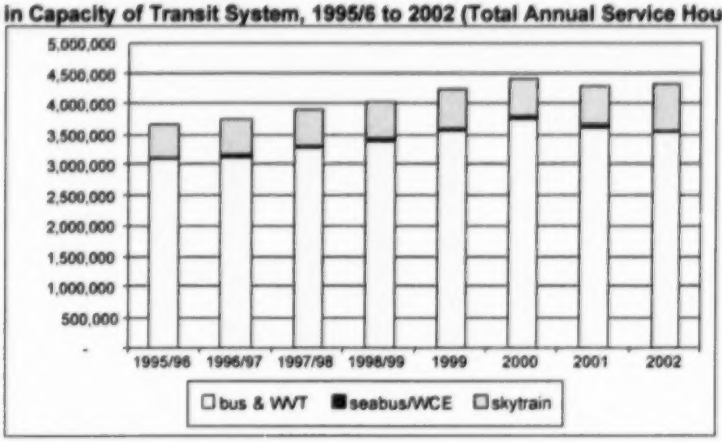
Data Source: BC Stats PEOPLE 26; GVTA

Indicator Update Frequency: Annual

Indicator	Relevant LRSP Objectives
T8 Growth in total and per capita transit capacity	**Plan and implement a transit-oriented transportation system**

Bus and SkyTrain capacity in 2002 increased slightly over 2001. Totla annual service hours in 2002 were slightly below 2000 service hours.

Increase in Capacity of Transit System, 1995/6 to 2002 (Total Annual Service Hours)



Data Source: GVTA

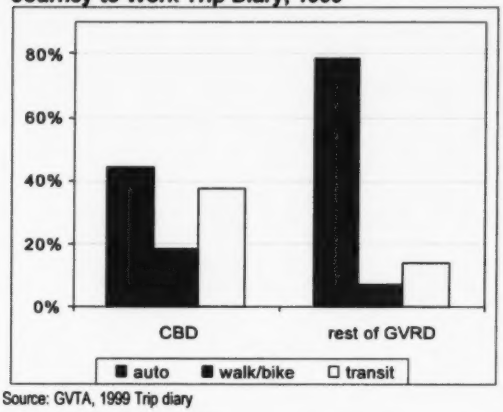
Indicator Update Frequency: Annual

Note: SeaBus and Westcoast Express figures are included, but are too small to appear on this graph.

Indicator	Relevant LRSP Objectives
T9 Mode split	**Increase transportation choice and implement a transit-oriented transportation system**

Figures for 1999 are from GVTA. Census data from 1996 for the journey to work by mode are shown for the Metropolitan Core (Downtown Vancouver and the Broadway Corridor) and the rest of Greater Vancouver. Automobile use as a method of travel for journey to work has decreased, both in the CBD and the rest of the GVRD. The trip diary survey conducted in 1999 showed an increase in the number of morning peak trips on transit, from 11.3% in 1994 to 12.5% in 1999.

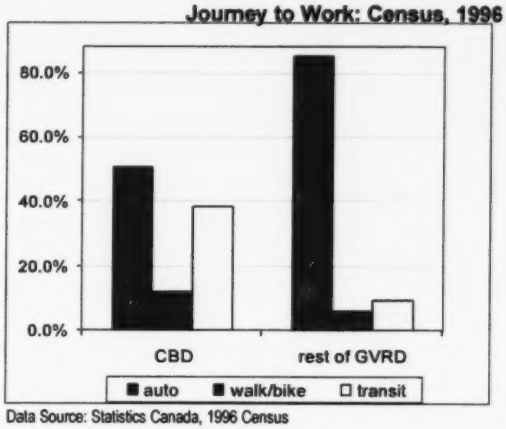
Journey to Work Trip Diary, 1999



Source: GVTA, 1999 Trip diary

Indicator Update Frequency: 5-Year

Journey to Work: Census, 1996



Data Source: Statistics Canada, 1996 Census

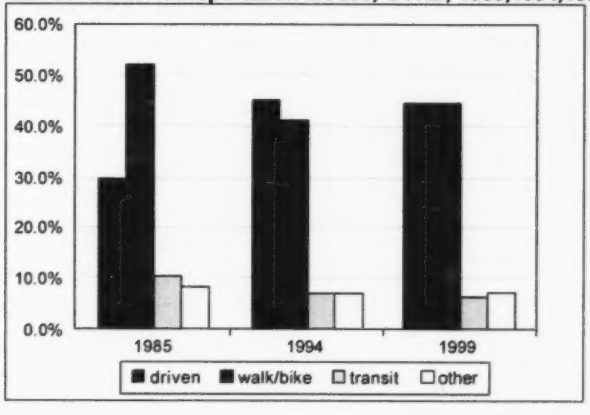
Indicator Update Frequency: 5-Year

Note: 2001 Census Data is not used because of the transit strike impact on data accuracy.

Indicator	Relevant LRSP Objectives
T10 Proportion of children walking to school versus using other transportation modes	**Provide a variety of local transit services and networks in support of complete communities**

The proportion of children walking/biking to school in the morning and afternoon increased slightly between 1994 and 1999, but is still substantially lower than the 53% walking/biking to school in 1985.

Proportion of Children Driven to School vs. Other Transportation Modes, GVRD, 1985,1994,1999



Data Source: GVTA

Indicator Update Frequency: 5-Year